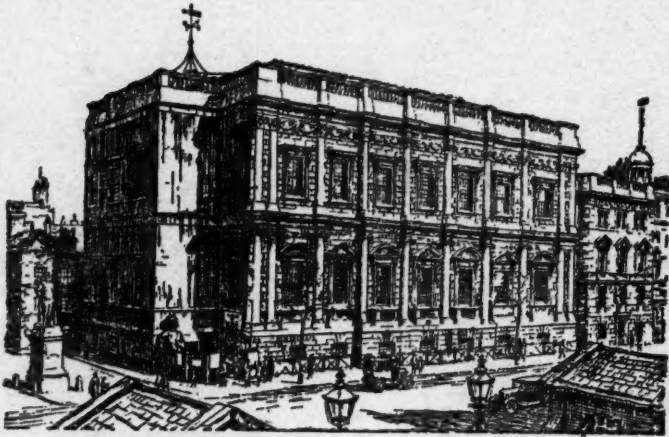


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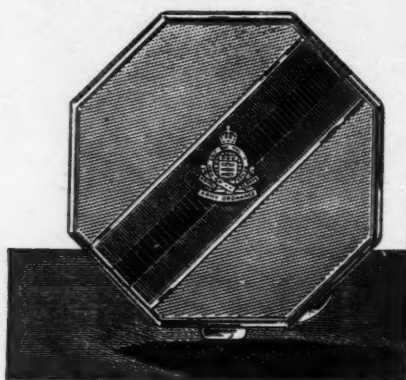
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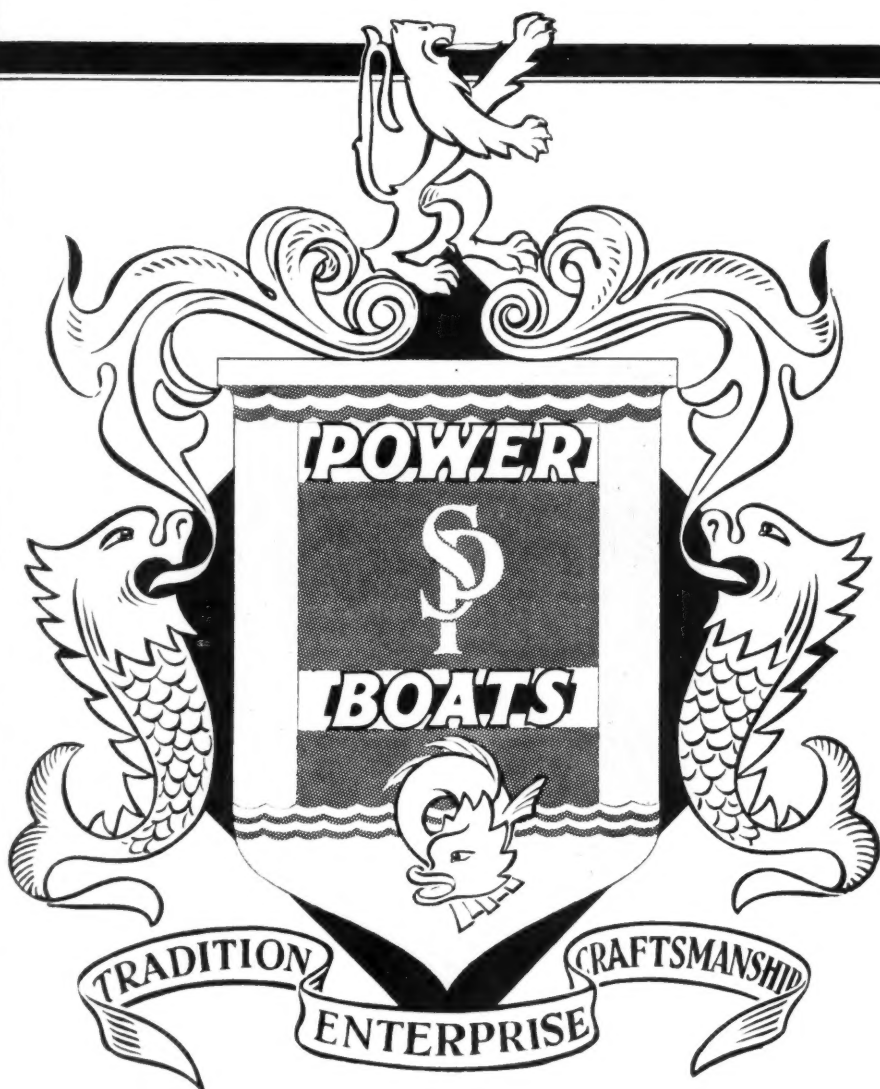
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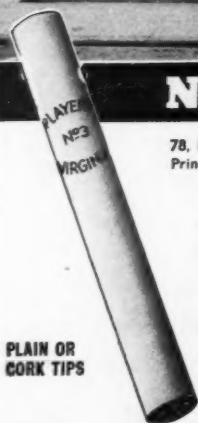


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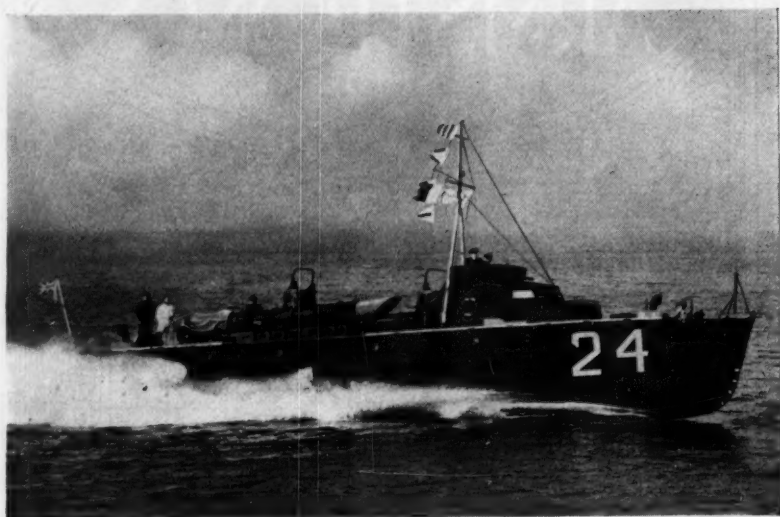
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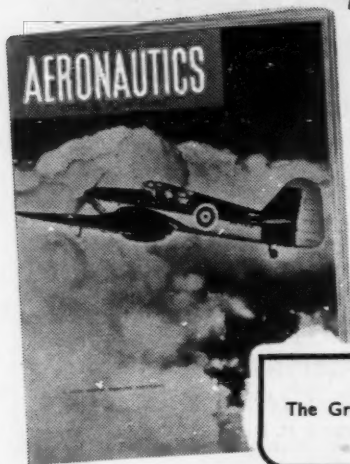
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Postal Address : Whitehall, London, S.W.1.

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Telegraphic Address : " Russatus, Parl, London."

Vol. LXXXV.

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## SECRETARY'S NOTES

May, 1940.

### H.R.H. THE DUKE OF CONNAUGHT

The following telegram was sent to H.R.H. the Duke of Connaught on 1st May :—

"The Council and Members of the Royal United Service Institution beg to offer their warmest greetings to their Royal President on his ninetieth birthday."

The following reply was received :—

"Grateful thanks to Council and Members for warm greetings.—Arthur, President."

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### WARTIME ARRANGEMENTS

**THE INSTITUTION.**—Circumstances permitting, the Institution will remain open during the War. Books can be sent from the Lending Library at the discretion of the Librarian.

All communications, except those intended for the Editor, should be addressed to the Secretary as usual.

**THE MUSEUM.**—To enable measures to be taken for the security of exhibits, the Museum was closed as from the 24th August last, and will remain closed for the duration of the War.

**THE JOURNAL.**—Members and subscribers will continue to receive the quarterly JOURNAL, which will be published as usual.

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### Chairman of the Council

General Sir Harry H. S. Knox, K.C.B., D.S.O., has been elected Chairman of the Council for 1940-41.

### Vice-Chairman of the Council

Marshal of the Royal Air Force Sir Edward Ellington, G.C.B., C.M.G., C.B.E., has been elected Vice-Chairman of the Council.

### Elected Members

Lieutenant-General Alan G. B. Bourne, C.B., D.S.O., M.V.O., has been elected as the Member of the Council representing the Royal Marines in the vacancy caused by the resignation of Lieutenant-General Sir W. W. Godfrey, K.C.B., C.M.G., R.M.

### Ex Officio Member

Lieutenant-General Sir John Brown, K.C.B., C.B.E., D.S.O., T.D., Deputy Adjutant-General (T.) has been elected an *ex officio* Member of the Council during the abeyance of the office of Director-General of the Territorial Army.

### New Members

The following officers joined the Institution during the period 31st January to 1st May.

#### ROYAL NAVY

Midshipman M. J. Nall, R.N.  
 Commander H. D. Owen, R.N.  
 Lieutenant G. G. Cowburn, R.N.  
 Lieutenant-Commander F. Jeyes, R.N.R., M.I.T.A.

#### ARMY

Field-Marshal The Lord Milne, G.C.B., G.C.M.G., D.S.O., D.C.L., LL.D.  
 Captain G. S. K. Maydon, Royal Signals.  
 Colonel Sir Joseph Nall, Knt., D.S.O., T.D., D.L., M.P.  
 Major R. Winders, Royal Engineers.  
 2nd Lieutenant L. V. McNaught-Davis, Royal Signals.  
 Lieutenant-Colonel Wm. Bridgeford, M.C., Australian Staff Corps.  
 2nd Lieutenant A. Harrington-Harvard, 470/75th Regiment, R.A.  
 2nd Lieutenant G. B. Siddall, 58th Anti Tank Regiment, R.A.  
 Captain Reginald E. Lee, Royal Army Service Corps.  
 Lieutenant-Colonel G. R. Sandeman, D.S.O., M.C., late The Border Regiment.  
 Major C. R. Ward, Sedbergh School O.T.C.  
 Lieutenant-Colonel J. F. Hare, The King's Royal Rifle Corps.  
 Captain M. E. Park, D.S.O., The Black Watch.  
 Captain W. T. Wells, General List.  
 2nd Lieutenant G. E. C. V. Evans, The Black Watch.  
 Captain N. M. Parsons, Royal Artillery.  
 Major C. C. Garthwaite, Royal Artillery.  
 Captain A. J. H. Rutherford, The King's Own Yorkshire Light Infantry.  
 Cadet-Major R. S. Pitt-Kethley, 1st Anti-Aircraft Divisional Signals, Cadet Corps.  
 Colonel The Lord Forteviot, O.B.E., M.C., T.D., D.L., T.A. Reserve, 6th Battn. The Black Watch.  
 Colonel G. Craster, C.B.E., D.S.O., I.A. (retired).  
 2nd Lieutenant W. N. Johnston, Royal Artillery.  
 Lieutenant F. A. W. Courtenay Hood, The King's Own Scottish Borderers.  
 2nd Lieutenant A. M. D. Carr, The Seaforth Highlanders.  
 Ensign Michael Scott, Coldstream Guards.  
 Brigadier A. L. Pemberton, M.C.  
 Captain I. J. Milne, Queen's Own Cameron Highlanders.

### Trench Gascoigne Prize

The following subject has been selected by the Council for the Trench Gascoigne Prize Competition (Three Services) 1940 :—

"How have the lessons of the War of 1914-1918 been confirmed or modified by the experiences of the Present War up to date?"

Particulars of the competition will be found in the leaflet enclosed in the February JOURNAL, additional copies can be obtained on application to the Secretary.

No award of the Gold Medal of the Institution will be made during the War.



## LIBRARY

### Hours of Opening

The Library is open on Week Days from 9 a.m. to 6 p.m., except Saturdays, when it is closed at Noon.

## JOURNAL

### Publication

The Service Departments have signified that they will continue to give facilities for the publication of the R.U.S.I. JOURNAL, and serving officers are invited to offer suitable contributions.

Matter which might be of value to the enemy must, of course, be entirely eliminated; but there is still ample scope for professional articles relating to former campaigns, especially the war of 1914-18, which might contain useful lessons at the present time; also contributions of a general Service character, such as Strategic Principles, Command and Leadership, Morale, Staff Work, Naval, Military and Air Force history, customs and traditions.

## MUSEUM

### Special Exhibition

A Special Exhibition depicting "The Fighting Services in the Present War" is now showing in the Institution's Theatre.

It consists of models of present-day warships, Service ordnance, mechanized units, and aircraft; bombs, shells, etc.; enlarged photographs of war scenes and incidents; badges of rank and regimental badges.

War relics are being added as they become available, and Members are invited to lend any which may come into their possession and which are of particular interest, observing that space is always a serious consideration.

The Exhibition is open from 10 a.m. to 5 p.m. on Week Days.

Admission 3d.; Free to H.M. Forces in uniform.

### Additions

- (9104) Model of a 6-in. Q.F. Coastal Defence Gun, with carriage, automatic sights and telescope.—Purchased.
- (9105) Bronze head of Field-Marshal Earl Roberts, executed by the late Sir W. H. Thorneycroft, R.A.—Given by Lady Thorneycroft.
- (9106) Lock taken from a German machine-gun at Beaumont Hamel in 1916.—Given by W. H. Denley.
- (9107) Naval General Service Medal with clasps for Trafalgar and Sirius; China Medal 1842; Baltic Medal 1854-55.—Given by Mrs. C. Brodie and Miss Beatson.

## CHANGES OF ADDRESS

Members are particularly requested to notify any change of address which will affect the dispatch of their JOURNALS.

Such notifications should be received by the 10th of the month preceding publication; i.e., by 10th January, April, July and October.



**GENERAL THE VISCOUNT GORT**  
Commander-in-Chief  
British Expeditionary Force

**GENERAL M. G. GAMELIN**  
Chef d'Etat Major-Général  
de la Défense Nationale,  
Commandant en Chef des  
Forces Terrestres

# **THE JOURNAL**

*of the*

## **Royal United Service Institution**

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**Vol. LXXXV.**

**MAY, 1940**

**No. 538.**

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[Authors alone are responsible for the contents of their respective Papers.  
All communications, except those for perusal by the Editor only, should  
be addressed to the Secretary, Royal United Service Institution.]

### **ECONOMIC CO-OPERATION WITHIN THE EMPIRE**

By MAJOR FREDERICK GEIDT, M.C., late R.F.A.

**O**NE of the most interesting and significant facts in connection with the economic strength which the British Empire opposes to Nazi Germany is that the principles on which the Empire has been founded are the very negation of totalitarianism. The birth and growth of the Empire cannot be summed up in a single phrase, but it is broadly true to say that its inspiration was drawn from a pioneering spirit, from a desire to escape from political, economic and social restrictions at home, and from an intense individualism. The lesson taught by the American War of Independence was learnt, and, although the main object of overseas expansion was to provide fields for profitable enterprise, colonial policy was thenceforward based on the obligations of the Mother-Country to the settlers in distant lands rather than on any idea of "possessions" which existed for the sole benefit of the absentee "owners." To this day the outlook even of educated Germans on the colonial question is perverted by ideas of race superiority, and the view is widely held that overseas possessions give sources of supplies for which no payment need actually be made. Bismarck with his insight into the German character had realised that that nation's genius lay in other directions than in the administration and development of colonies, but subsequent generations in Germany became imbued with ideas of overseas expansion. This was due partly to considerations of prestige and to envy of Great Britain's position as a World Power; but the more realistic argument was based on fears in a world of international rivalries of being placed at a disadvantage in the provision of raw materials essential for the conduct of a war.

During recent years we have tended as a nation to become self-deprecatory about our achievements and have appeared almost eager to confess the faults which we have committed in the past. It is quite unnecessary to pretend that the British Empire is the just reward of unselfish devotion to the highest principles. We have, however, become obsessed with the political importance of the Empire and are in danger of forgetting that fundamentally it is a business proposition in the sense that honest hard work carried out efficiently is one of the highest endeavours of mankind. There is no need to be ashamed of reaping that which we have sown for that very purpose. Great Britain has played a leading part in developing the riches of distant parts of the world and asks in return that those who have gone forth on this work should be permitted to enjoy the fruits of their labour in peace and freedom. In many cases the political control of newly settled lands followed, but this was not so much the object of colonial expansion as the cause of further expansion. British trade and commerce were established wherever there were prospects of profits, and there was no question of confining our attention to those lands where the "flag could follow." The nationalistic imperialism represented by the Ottawa Agreement of 1932 was forced on the Empire by outside influences and was contrary to its fundamental spirit. The imperial tradition was more truly typified by the change in the status of Colonies to that of Dominions, culminating in the confirmation of equality by the Statute of Westminster<sup>1</sup> in 1931, and by the acceptance of the principle of trusteeship for the Crown Colonies. India, so greatly loved by those who have worked with her and for her, stands rather in the relation of an old friend who has come to be regarded as a member of the family. Although Indian politics remain a matter of controversy, on the lowest grounds of material prosperity, British capital has brought India benefits which she generously acknowledges.

The political unity of the Empire thus rests on a community of interests which, although by no means exclusive, has forged strong mutual ties. The outstanding feature from the economic point of view is the complementary nature of the parts played by the Mother-Country and by the Dominions and Colonies. Great Britain provides the railways, machinery, plant and equipment, as well as much of the finance necessary for the development of the primary producing countries, who in return supply the foodstuffs and other raw materials required by an industrial population. This division of activities has inestimable advantages and has been the foundation of great progress and prosperity. On the other hand it introduces certain difficulties. Great Britain has become one of

<sup>1</sup> *Vide* "The Statute of Westminster," in the JOURNAL for May, 1933.

the least self-supporting countries in the world. She has to import, much of it over long distances, two-thirds of the foodstuffs consumed in the country and in addition practically all the raw materials required for industry apart from coal, of which there is a surplus for export, and iron-ore, tin and wool, of which there are partial supplies. The Empire could be made a practically self-contained unit, the most serious deficiencies being of oil, bauxite, mercury and sulphur, but this has never been the main object of our economic policy and until recent years no question ever arose of sacrificing international trade for the sake of inter-Empire trade. To the obvious vulnerability of Great Britain owing to her dependence on imports from overseas, there must therefore be added the complication that the interests established in foreign countries are extremely valuable, both economically and politically, and their loss would be a major disaster.

The economic collaboration between Great Britain and France is now so close that for present purposes the two countries can be considered as one in matters connected with international trade. The war is being conducted at their joint cost and at their joint risk as well as by their joint military effort. The same connection exists, of course, between Great Britain and the rest of the Empire, but from the economic point of view Great Britain and France can be classed together as importing countries, while the Dominions and Colonies, as well as the French overseas Empire, can be classed with most of the neutrals as exporting countries. This rough generalisation does not hold good in all connections, but it simplifies the task of considering those problems of production, distribution and finance which arise in the mobilization of the physical resources of the Empire.

To enable full use to be made of our economic strength in waging war against Germany certain changes have had to be made in our traditional trade policy. Before the War productive capacity throughout the Empire was already high and in the case of many raw materials was excessive in comparison with the existing level of consumption. The expansion of production has not therefore itself presented many difficulties, and in fact in certain industries restrictions on output have still been maintained. The War has naturally caused a general dislocation of trade, and distribution has been hindered by a shortage of tonnage, due partly to enemy action and partly to the diversion of shipping to military uses. Trade, however, has been affected more radically by the substitution of strategic reasons in place of profit-making as the overriding consideration. High prices must be paid for those essential materials which we can only prevent reaching Germany by outbidding her in the open market, however cheaply these same materials may be



available elsewhere : for example, Great Britain may be forced to pay higher prices for Roumanian wheat than those offered for the Canadian and Australian crops ; lead and zinc exports from Australia, Canada and elsewhere may suffer through their place being taken by base metals from Yugoslavia. Losses must also be caused by restrictions on exports from the Empire to neutral countries who might otherwise resell to Germany. The recent formation of the English Commercial Corporation is a revolutionary step by which the Government will control trade with the Balkans so as to ensure that it will be of no benefit to Germany.

In other ways the entry of the Allied Governments into the commercial field and their assumption of almost supreme powers in the direction of production and distribution have been of real assistance to members of the Empire. The purchases already made include either the whole or the greater part of the production during the War of wool and dairy produce from Australia, New Zealand and South Africa ; of bacon from Ireland and Canada ; of meat from Australia, New Zealand and Rhodesia ; of wheat and barley from Australia ; of maize from South Africa ; of sugar from the West Indies and other parts of the Empire ; of tea from India and Ceylon ; of cocoa from West Africa, the West Indies and Ceylon ; of copper from Rhodesia and Canada ; and of zinc and lead from Australia and Burma. This list by no means includes all the supplies on which the British Government is drawing, as, for instance, rubber from the Federated Malay States, India and Ceylon, and tin from the Malay States and Burma. Moreover, forward contracts have not always seemed the best method of dealing with the problem, as in the case of the purchase of wheat and base metals from Canada where the close connection between the Canadian and American dollar introduces a complication. Those purchases already made, however, have at least ensured a high level of economic activity throughout the Empire and have relieved producers of anxiety as to the disposal of their produce.

The problem of paying for imports from the Empire is quite distinct from that of paying for goods produced or services rendered at home. Trade with the Dominions and Colonies must be financed in just the same way as trade with foreign countries, and involves a similar, if somewhat less intractable, problem of exchange and international payments. Under normal conditions the foreign exchange market enables the proceeds received for exports to be set against the cost of imports so that the seller and buyer can each be paid or pay in his own currency. Allowance must be made for any debts owing to or by a country which enter into the balance of international payments ; and if there is a discrepancy between receipts and expenditure, adjustment must be made either by the shipment of gold or by a loan. International trade can function only

on these lines, and in a war there are often great obstacles to be overcome in keeping the balance level. Increased imports are urgently required at the very time when concentration on war production hinders the manufacture of goods for export. This upsets the balance of trade. Depreciation of currency obviously cannot itself provide a remedy, but the trade agreements into which the Allies have entered have done much to ensure regular supplies of various commodities, although neutrals cannot be expected willingly to lend belligerents the sums required for their excess of imports.

The legacy of War Debts left by the Great War of 1914-18 was one of the greatest financial fiascos of all time, and we cannot blame the United States for taking steps to prevent a repetition of that experience. The Allies are unable to raise loans in that country, and this strictly limits their ability to buy war materials in the greatest workshops in the world. So far as is practicable, therefore, purchases must be confined to those requirements which cannot be obtained elsewhere. Great care must be taken not to waste any dollar credits that can be made available, and an essential feature of Empire co-operation is to increase the purchasing power of the Allies in the United States. Luckily there are other ways in which this is possible besides an adjustment in the volume of physical trade. The United States are under an obligation, which for a variety of reasons they are unlikely to repudiate, to accept all gold tendered at \$35 per oz., so that payment for goods purchased can be made by the shipment of gold. South Africa is the most important gold mining centre in the world, while Canada and Australia also produce substantial amounts. After allowing for the unreliability of the figures published by Russia, it is estimated that in 1939 57.1 per cent. of the world output of gold was produced in the British Empire, its value at \$35 per oz. being \$783 million. In addition to current production, the large gold reserves held by Great Britain and France before the War have been available for purchases from neutral countries, and efforts are being made further to increase output. Admittedly, the conglomeration in the United States of practically all the gold stocks of the world must create a dangerous situation, but their redistribution will probably have to be deferred until the solution of this complicated problem can be included in a general post-War settlement.

The finance required for additional purchases abroad is also being obtained through the sale of American and other foreign investments held by British nationals. Under the regulations made at the beginning of the War, the Treasury required British holders to surrender any cash balances in American and certain other foreign currencies, as well as in Canadian dollars, holders being paid in sterling at the official rate of

exchange. Similarly, foreign exchange obtained from the sale of investments in these currencies has also to be surrendered. The regulations further provided for the registration at the Bank of England of all investments which are expressed in the specified currencies, and the Treasury has already exercised its powers in respect of certain American investments which have been acquired at current market prices. The British Government, by negotiating the sale of these investments in New York, has obtained dollar resources for the purchase of war materials from the United States. Moreover, the original holders who received payment in sterling have sought reinvestment at home, and this factor contributed greatly to the success of the War Loan recently issued.

These various methods of providing foreign exchange were, of course, in operation during the last war. The values of the gold and the investments available in 1939 were larger than they were in 1914, but this can only partially offset the restrictions now placed on borrowing in the United States, and if the War should be prolonged our power to purchase from that country might be very seriously curtailed. Emphasis must therefore be placed on the extreme importance of developing alternative sources of supply within the Empire and in those countries, such as Turkey, to whom we are lending money for strategic reasons.

Since 1914 the Dominions have greatly increased their capacity, not only for the production of raw materials, but also for the manufacture of many kinds of light and heavy goods. The economic difficulties of trading with the Dominions and Colonies are not complicated by political considerations, and the large loans which in the past they have raised in London can be set against new debts to them now being contracted by this country. The first operation of this nature was the repayment of a Canadian sterling loan. The Treasury acquired the greater part of the loan by its compulsory purchase from residents in the United Kingdom, so that on its repayment the large sum due by the Canadian Government could be set against the cost of the war purchases made in Canada. At the same time the Canadian Government replaced the original sterling loan by a dollar loan raised in Canada, for which the funds were made available through the heavy expenditure by the British Government in Canada. The same principle is involved in the steps taken by the Indian Government to make certain sterling loans convertible into rupee loans. In this way capital can be transferred from Great Britain to India against the large current payments which are being made in the contrary direction. The South African Government has also recently announced its intention of repaying a sterling loan, this operation being made possible because the gold produced in South Africa has been used for purchases by Great Britain in the United States. This transaction is a good

illustration of the triangular nature of international trade : South Africa ships gold to the United States, the proceeds are used to pay for goods bought by Great Britain, and the payment due to South Africa is made through the repayment of a debt previously contracted by the Union in Great Britain.

One result of the War may well be to strengthen the finances of the Dominions and Colonies through the repatriation of sterling loans, which means that in future they will have to pay less interest on external debts. The same development may also become apparent in the case of other primary producing countries such as the South American States which in the past have been largely financed by British capital and during recent years have had difficulty in meeting their external obligations. The reverse side of the picture is that Great Britain is being forced to live on capital, so that after the war increased exports or decreased imports will be necessary to maintain the balance of international trade. The flow of capital is not, however, only in one direction. The Dominions are equipping their own expeditionary forces, the cost of which cannot in every case be met entirely from internal resources so that new loans may still have to be raised in London. War is an expensive business—non-productive, wasteful and extravagant, and no financial jugglery can prevent all the participants being impoverished by the tremendous expenditure of men, money and material entailed. The whole Empire is co-operating in helping to bear that burden without any desire for selfish advantage ; and who shall say that the high destiny for which it has been created is not thus to use its strength as the champion of right against the forces of evil.

## THE UNITED STATES NAVY AND THE ALLIED BLOCKADE IN THE LAST WAR.<sup>1</sup>

By C. V. OWEN, F.R. Hist. S., F.S.S.

THE word "blockade," commonly used to describe the economic measures adopted by the Allies in the Great War 1914-1918 to deal with the enemies' commerce, is technically inaccurate, because a legal blockade, as required by International Law, was never declared. The measures themselves were justified as reprisals for infringements of international law by the Central Powers. "Blockade" is, however, so convenient a word that it is used here, as everywhere else, as being the simplest expression to describe the effect of the measures taken.

The Allies did not need to call upon their sea-power to compel compliance with the war regulations, nor was it ever used to coerce any of the neutrals to enter into agreements against their own interests; but the shadow of that power loomed behind every step taken by them and without it, it is doubtful whether the success attained would ever have been achieved. In considering the part in the blockade taken by the navy of the United States of America, therefore, we must regard every naval activity as contributing towards the common goal—the economic defeat of the Central Powers—and since the maintenance of our own supplies was equally important as the restriction of the enemies' supplies, it is proper first to sketch the actual co-operation and work of the United States naval forces.

Soon after the United States entered the war, on 6th April, 1917, the Secretary of the Navy—Mr. Josephus Daniels—advised Vice-Admiral William S. Sims, Commanding the American Naval Forces operating in European Waters, of the policy of the Navy Department. The first two items in the list of six were these: "The most hearty co-operation with the Allies to meet the present submarine situation in European or other waters compatible with the adequate defence of our own home

<sup>1</sup>Acknowledgments are made to the following authorities: *Official History of the War: Naval Operations*, Vol. V. *Official History of the War: Seaborne Trade*, Vol. III. *The Victory at Sea* (Sims). *Blockade and Sea Power* (Parmelee). *Unsichtbare Waffen* (Silber). *New York Times*, *Current History*, *The European War*, xiii. *Statistics of Imports into Scandinavia and Holland* (Cd. 8989), 1918.



waters," and "The most hearty co-operation with the Allies to meet any future situation arising during the present war period." Even with the somewhat qualifying principles conveyed in the remaining four items, the scope of the two quoted was sufficient for all purposes for which it was likely that the services of the United States navy might be called upon.

The first United States naval units to arrive in Europe (the 8th Division of six destroyers) reached Queenstown on the 1st May, 1917. Three days later they put to sea, and immediately carried out patrol duty in company with British destroyers and other patrol vessels. On the 17th they were followed by the 9th Division, and on the 24th by the 6th Division. Interspersed with patrol duty these destroyers sometimes cruised alone on the chance of finding an enemy submarine, or escorted individual cargoes, and many American troop transports and merchant convoys were escorted by them through the submarine danger zone.

It was at Brest, however, that the strongest American naval force was assembled, after that port had been very greatly developed with increased oil tankage and repair facilities. Here 36 destroyers, 12 yachts, 3 tenders and several mine-sweepers and tugs were constantly engaged in escorting troop and supply convoys. At Queenstown the force reached a strength of 34 destroyers, while at Plymouth 36 submarine chasers were stationed.

For the Mediterranean, stationed at Gibraltar, the U.S. navy provided 4 gunboats, 5 revenue cutters and 2 yachts, and with these reinforcements it was possible for the local command to fulfil all the demands made upon it by the "through convoys" run every ten days between England and Port Said. In November more American vessels arrived, 5 small destroyers of 420 tons (each with a final record of 48,000 miles on escort duty), 1 gunboat and 1 revenue cutter. Ultimately 41 American vessels, with 314 officers and 4,660 men were on duty at the Gibraltar station, in which area alone the U.S. navy, in co-operation with British forces, escorted 562 convoys totalling 10,478 ships. A special corps of convoy signalmen was gradually got together and trained so as to provide one for each vessel in every convoy, and American personnel was lent to help this very important service.

Altogether, at the end of the war, the United States had in European waters 79 destroyers, some assigned to the Grand Fleet, some to the Harwich Force, the Dover Patrol, the Mediterranean and Gibraltar, and many of them were making war on the enemy's submarines. Although we had about 400 destroyers performing the same duty, it must be

recognised that the American contribution was not only valuable, but indispensable to the success attained. About 40 per cent. of the cargoes which left North American ports were escorted through the danger zone by the U.S. destroyers stationed at Queenstown; they took an even larger share in the protection of American troop transports, and, incidentally, must be credited with the destruction of some 13 German submarines—a good record for so short a period of participation as was theirs.

Our Ally also took part, albeit a small one, in the anti-submarine ruse carried out by the vessels popularly known as "Mystery Ships," of which between 20 and 30 cruised in the Atlantic for the greater part of 1917. Though they had fitted out no ship of their own for this purpose, the U.S. navy so strongly desired to participate in these adventurous trips that they requested the British Admiralty to assign to them one such vessel for their use. In immediate response the ship was handed over and volunteers to man her were called for. Practically all the American officers and men at Queenstown "clampered for this highly-interesting, though hazardous, service," and though the vessel met with no luck, she nevertheless contributed her quota to a scheme that profoundly influenced the tactics of the enemy submarines, forcing them to expend their scarce torpedoes rather than to follow the much cheaper and less dangerous method of attack with bombs and gunfire.

With submarine chasers, too, the United States shared the allied burden, building nearly 400 of these tiny vessels in eighteen months. They were of only 60 tons displacement, with an overall measurement of 110 feet from stem to stern, and 170 of them were despatched to ports so far apart as Brest, Queenstown, Plymouth, Corfu and Gibraltar, where they carried out the duties that their name implies with that vigour and tireless enthusiasm that characterised the activities of all the American naval forces. In the famous attack on Durazzo, which did so much towards the final downfall of Austria, the Corfu contingent of the submarine chasers acquitted themselves so well that the British officer in command of the operation, as well as the Italian Naval General Staff, expressed their admiration for the valuable assistance they had rendered and "the brilliant and clever operations which resulted in the sinking of two enemy submarines."

The Navy Department was particularly industrious and successful in the invention and production of scientific devices for detecting the presence of submarines; in the operations of the Otranto barrage, to quote but one instance, all the allied vessels engaged were equipped with listening devices of American origin. Another extremely valuable

contribution to the naval war was made through that Department undertaking the major share in the laying of what was known as the "Northern Barrage," and in the manufacture of the many thousands of mines required. This barrage was some 230 nautical miles in length, stretching from the Orkney Islands to the Norwegian coast, and the U.S. navy undertook responsibility for 150 miles of this enormous field. In the summer and autumn of 1918 no fewer than 70,117 mines were laid, the American share being 56,571.

In November, 1918, the U.S. naval forces in European waters numbered 370 vessels of all types, including a squadron of five battleships with the Grand Fleet, and three others stationed at Berehaven to deal with any German raider that might venture out in the hope of attacking the American troop convoys that constantly streamed across the Atlantic to Europe. Over 5,000 officers and more than 75,000 men formed the crews of this powerful force. It is obvious, therefore, that by that time their headquarters staff in London, under Admiral Sims, had greatly increased. From a very small beginning it had grown to a total little short of 1,400 who manipulated elaborate machinery from London to Washington and from Queenstown to Corfu.

So much for what may be called active naval co-operation, and the carrying into effect of the policy of the Navy Department above quoted. Of almost equal importance was the valuable aid rendered to the allied cause by the construction of merchant shipping to replace that lost by enemy action. Here, as in all else, our American friends spared nothing to fulfil their obligations as declared belligerents. In the four years 1914 to 1917 their total merchant construction amounted roughly to 1,704,830 tons, while in 1918 (ten months only) they built merchant vessels of 2,080,262 gross tons—a truly wonderful performance in which they have the right to take pride equal to that in their fighting activities.

When we endeavour to estimate the part played by the United States in enforcing the blockade of the Central Empires, there is much less concrete evidence to evoke since the literature on the subject is very meagre. It is safe to assume, however, that their efforts were marked with the same purpose and the same willingness to co-operate with their Allies as were displayed in their naval and military operations.

Before entering the war on the allied side, it will be remembered that the State Department carried on a great battle of diplomatic "Notes" with both sides, varying in tone, but always endeavouring to uphold the inviolable integrity of a neutral nation. Their first Note to this country was received in London towards the end of December, 1914; it contained a protest, couched nevertheless in friendly terms, against our interference

with American commerce, which, of course, was the main bone of contention throughout the time of the United States' neutrality. This diplomatic correspondence, interspersed with much relevant legislation and counter-legislation in both countries, did not cease until 10th October, 1916, when our reply to the American "Note" of the 28th July on the inclusion of U.S. firms on our Black List, was despatched. Throughout this long period the relations between the two English-speaking countries may be easily gauged from a study of the "Notes," and a comparison of them with those that passed from the United States to Germany leaves no doubt as to which of the belligerents was accorded the most friendly understanding. Some mistrust of our intentions quite naturally showed itself from time to time, and one "Note" even denounced our blockade as "ineffective, illegal, and indefensible"; but, generally speaking, sharpness was tempered by such careful moderation of language that when the time came for American co-operation all was forgotten in a whole-hearted desire to pursue the adopted cause to victory. Perhaps the most thorny questions that arose centred around our inspection of neutral mails and the black-listing of certain U.S. firms through the activities of our censorship. A vivid description of the work of that Department—the only account ever published—is given in *Unsichtbare Waffen*, by a German patriot (J. C. Silber), who obtained employment there in the hope of being useful to his country—a vain hope, as each individual engaged in the work was but a minute cog in a vast machine, with no means of discovering what the whole machine performed.

Among the reasons for the delay in our adoption of the convoy system was a doubt as to the attitude of the United States, whose passive or active opposition might easily have nullified the whole scheme; but, once they entered the war, our American Allies took their full share in making the system the great success it became. As the result of almost daily conferences held at the Admiralty between the British and American naval authorities, the former made certain proposals in regard to co-operation, and as early as 13th April, 1917, Whitehall was informed from Washington that the United States had undertaken to carry out practically all the suggestions made to them. Thus, they agreed to maintain a naval squadron in complete readiness to act against raiders; to equip and send out as soon as possible an East Coast of America Squadron; to look after the West coast of North America from the Canadian to the Columbian boundary; to supervise and control the Gulf of Mexico; and to maintain the United States China Squadron in the Pacific.

The American Government further undertook to create an Exports Control Committee with a Licensing Bureau attached to it, and promised to adopt the advice and guidance of the British War Trade Intelligence Department, short of publishing a statutory Black List, in all matters concerning rations for neutral States and evidence against consignees of doubtful cargoes.

The United States' first step towards participation in the blockade was an order issued on the 9th July, 1917, prohibiting the export of coal, steel, foodstuffs and other essential commodities except under licence. This order was followed in the next month by a Presidential Proclamation placing under the control of the Export Council all exports to European neutrals, as the immediate result of which many neutral cargoes of grain and fodder and similar materials were detained in American ports. On the 16th September an embargo was placed upon wheat, flour, sugar, iron, steel, and explosives, and applied equally to all neutrals. A list of some 600 other articles was published on 2nd October, the export of which was permitted, without licence, to all countries except Scandinavia and Holland. Thus, Denmark, Holland, Norway, and Sweden were completely deprived of all classes of goods from America, a measure far more stringent than our own, though the policy underlying it was exactly the same as that which had from the earliest days of the war governed our export restrictions.

At the same time as these embargoes were imposed, the U.S. government assumed complete control of bunkering at American ports, and thus closed a gap which had done much to reduce the effectiveness of the measures adopted by the European Allies. Their comprehensive bunker regulations were aimed directly at Holland and the Scandinavian States and, combined with the prohibition of exports, produced a complete temporary paralysis of Dutch and Scandinavian Transatlantic trade. Including 50 Dutch vessels loaded in August with wheat, 53 Norwegians and 33 Danish and Swedish steamers, no fewer than 136 vessels of 750,000 gross tons were held up in American ports.

Great Britain, France and Italy immediately co-operated in the general embargo prohibiting all exports to Holland and Scandinavia, the British Government at the same time giving notice to terminate those Norwegian agreements the provisions of which would obstruct the execution of the new policy. This, of course, involved the countries concerned in further protracted and very complicated negotiations, since many import interests had to be taken into consideration; but it is not necessary to describe these in detail. Similarly, the consequent negotiations with Sweden, Denmark and Holland have no place in this



article. The Germans, of course, endeavoured to minimise the effect of the embargoes, but their bargaining powers by that time were very much reduced, and their efforts met with but little success. It needs only to be recalled that when the embargoes were implemented the imports into Holland and the Scandinavian States fell nearly to zero, and the effect was almost immediately felt in Germany where imports of food from neutral countries fell from 382 milliards of calories in the second quarter of 1917 to 314 in the third and 279 in the fourth quarter, as against 840 milliards in the first quarter of 1916.

In the year 1917 the Scandinavian States and Holland together received little more than one-third of their normal imports from all sources other than Germany, the figures (exclusive of coal) being: average import, 1911-1913 (less exports), 8,789,000 tons; total for 1917, 3,089,000 tons. The figures for the first quarter of 1918 show a yet greater drop, for these States received only 94,000 tons as against a quarterly average in normal years of 2,174,000 tons (less exports and exclusive of coal).

The northern neutrals naturally found these conditions past bearing, and each in turn concluded general agreements by which, in return for strictly rationed commodities for home consumption without which they could not live, the Central Powers were cut off from all supplies.

With traffic at a standstill between America, Holland, and Scandinavia the task of the naval patrols was very greatly eased, for the volume of shipping on the North-about route fell very rapidly to a small fraction of the normal average. The effect of the general embargo, therefore, was not only to increase the weight of the Allies' economic pressure but also to lessen the strain and difficulty of enforcing it.

It is no exaggeration to say that economic pressure was one of the decisive weapons of the war. Yet economic pressure can only be exerted if it is backed by the power necessary to enforce it. The very existence of the allied navies was sufficient to render effective all measures taken by the Allies to restrict the enemies' supplies, and there can be no doubt that the powerful reinforcement provided by the American fleet added greatly to the display of the Allies' strength of purpose. Indirect as was the influence of sea-power, it was none the less effective, and tribute must be paid to the United States for such strong and loyal support to the allied cause.

## THE FRENCH ARMY

BY LIEUT.-COLONEL H. DE WATTEVILLE, C.B.E., late R.A.

**I**T would be difficult, if not highly injudicious, to attempt to give any detailed account of the French Army as it now stands in time of war.

Since the outbreak of hostilities so much has been changed in its organization, and still more in its armament, that any detailed statement of these innovations might more than verge on the betrayal of secrets. Nevertheless, much remains that can be related.

Although in September, 1939, the French Army might have been described as the most complete and highly-trained military organism in Europe, it had laboured during the period preceding the outbreak of war from certain drawbacks which had somewhat impaired its power. The first of these circumstances was the automatic decrease in the annual recruit contingent owing to a shortage of births during the war years, 1914-18. This fall had been so marked that in 1936 this contingent had sunk to no more than 120,000 recruits, that is about one-half the normal intake. Since that year the number has rapidly increased until in 1940 it is estimated that it will total 240,000. The shortage during these lean years led to a large increase in the number of long-service soldiers present in the army, together with an addition to the number of native troops undergoing training in the home country. Out of a peace strength of 420,000 there had been nearly 200,000 long-service men and natives, as well as 50,000 professional fortress troops. By 1939 the peace strength of the French Army had risen to approximately 500,000. The normal period of service for the French conscript was two years.

The second handicap from which the Army had suffered during recent years was to be found in the disturbed state of home politics and consequent economic unrest. Although all these deplorable tendencies never affected the actual discipline of the Army itself, there can be no question that they unsettled it, whilst restricting national expenditure on highly important armament, besides hampering other essential reforms.

Lastly, there was the prolonged indecision that had prevailed as to the adoption of mechanized and armoured formations, caused by similar reasons as those which delayed the adoption of such types of armament in Britain.

The Germans, in the meantime, had set to work in 1935 and evolved an armoured division of the most powerful and modern description. In September, 1939, there were six of these divisions in the field. Against these the French possessed a number of well-armed tank brigades, comprising some thousands of vehicles which, in spite of their numbers and quality, could hardly be matched against the larger and more homogeneous formations. But the latter were obviously created for a different purpose to the French, so that a comparison would hardly be just. Still the fact remains that in the way of a striking force the French could not put into the field the powerful, compact, armoured divisions of the new German type.

On the other hand, although organized for rapid mobile operations in the field, the French Army had based all its training on a slow but sure method of advance in battle. No doubt whatever exists that the French Army could have held its own against the headlong advance and furious blows such as the Germans contemplated administering to any opposing forces, and actually had succeeded in dealing to the Polish Army. The French, moreover, relied upon their frontier fortifications to parry any surprise attack such as the Germans have recently managed to carry out in the East. These fortifications had almost come to be regarded as part and parcel of the Army. They were designed to safeguard France against any attempt to rush the frontiers and overpower the troops covering French territory during the period of mobilization. Against these remarkable French defences the German armoured divisions would surely have failed, for the Maginot Line consisted of a good deal more than the wonderful forts often described in more flamboyant newspaper reports, where it is said that the largest Maginot works are manned by complete garrisons and equipped with electric machinery of every type that convey the impression of an Atlantic liner buried one hundred feet and more beneath the surface of the ground. Beside these forts there exists an elaborate and admirably planned system of defensive lines, redoubts, pill-boxes, tank obstacles and wire entanglements, which go to make up a defensive organism of great depth and superlative strength. Even behind or in the back areas of the Maginot Line there remain the fortresses of Belfort, Epinal, Strasbourg, Metz, Toul and Verdun. These places though no longer the predominant fortresses of a past age, are still of such strength as to serve as possible "*points d'appui*" or as areas for the assembly of mobile forces destined to take the offensive. The Franco-Swiss frontier had been fortified many years ago before the Great War; these works have been extended and renovated. The Alpine-Franco-Italian frontier has also been supplied with powerful new works to block the mountain passages—France has, in fact, fortified the whole of her frontiers from the Mediterranean to the North Sea.

The functions assigned to the French Army after 1919 were first to supplement the defences of the Maginot Line and, later, to advance beyond these defences in order to assume an offensive role. Its peace organization had consequently been based on this conception and so the plans for mobilization had followed the same trend. The basis of the peace organization was that of twenty regional districts, each of which produced at least one army corps. The peace cadres actually consisted of twenty-five Army Corps, two cavalry corps and three light mechanized cavalry divisions. There existed in addition several modern armoured brigades comprising some thousands of tanks of many types. Several infantry divisions had been completely motorized; a few others were undergoing that process and might be regarded as being partly motorized. Along the Franco-Italian frontier a number of divisions had been specially equipped and trained for mountain warfare. These figures, however, do not represent the complete power of the French Army in war. A full mobilization of French man-power would produce 4,750,000 troops. In addition, she could mobilize nearly 1,500,000 colonial or native troops.

Troops serving in peace time were organized into :—

- 20 Infantry Divisions.
- 4 North African Divisions.
- 5 Colonial Divisions.
- 2 Spahi (Cavalry) Brigades.
- 3 Cavalry Divisions.
- 1 Motorized Division.
- 1 Light Mechanized Division.

France, as will be seen, still maintained a large force of cavalry. The striking feature of these cavalry divisions was the manner in which horsed and mechanized units were grouped and employed in parallel. These mechanized units consisted of armoured cars, motor-cyclist sections and *dragons portés*, i.e., motor-borne infantry. The light mechanized division no longer formed part of the cavalry and was composed of two regiments of tanks, one regiment of *dragons portés* carried on cross-country vehicles and mechanized artillery.

French artillery had already been extensively mechanized. The whole of the heavy artillery was tractor-drawn, while about 40 per cent. of the field artillery was also independent of horses.

Of tank regiments there existed ten. But that was far from all. Ever since 1936 military opinion had demanded that some reply should be made to the new German armoured divisions, since it was obvious that the latter formations were designed for independent shock action, and to

effect a "break-through." French opinion, on the other hand, had regarded mechanization more as an aid to mobility and as an adjunct to success in the infantry battle. A new model heavily armoured Renault tank was then worked out, and an experimental division was first seen at the manoeuvres held in Normandy in 1937.

At the outbreak of war the normal French infantry division was based on a brigade of three infantry regiments. Each regiment consisted of three battalions, one head-quarter company, and one company of mortars and anti-tank guns. Each battalion comprised three rifle companies and one machine-gun company.

During recent times the fire power of the infantry has been greatly increased. Each battalion (in 1939) possessed forty-eight light machine-guns, sixteen heavy machine-guns, three light trench-mortars and two anti-tank guns. The Regimental H.Q. Company was armed with two heavy trench-mortars as well as six heavy anti-tank guns.

The composition of the Divisional Artillery was normally three groups of 75 mm. guns and two groups of 155 mm. howitzers. The groups numbered three batteries of four guns apiece. In addition, the Division possessed a small unit of cavalry, a company of engineers, supply and transport company, an ambulance and some departmental troops. The Army Corps would consist of two or three infantry divisions with a strong proportion of artillery, mostly 6.1 and 4.2 in. weapons. In addition, the Corps was to receive one reconnaissance unit, probably possessing a large number of lighter motor vehicles. Finally, the Army, comprising several Army Corps, was to receive the super-heavy artillery, tractor-drawn or on railway mountings; also tank formations, aircraft squadrons, and, lastly, anti-aircraft artillery.

On 2nd September, 1939, France mobilized for war. Twenty-eight annual "classes" were rendered liable for colour service, that is all men between the ages of twenty and forty-eight. In addition, two annual "classes" of older men were called up for auxiliary work. If there be deducted the natural annual wastage, the exemptions for important industrial workers, the total number then summoned for service cannot have been far short of 5,000,000. That figure does not include the divisions brought to France from North Africa, nor the colonial contingents properly so-called. These numbers have not been disclosed. It is permissible, however, to state that in the Great War the maximum number of men serving in the Army attained the large figure of 7,500,000.

The effects of suddenly removing from industrial life and from social services such a number of workers was naturally very great. Although at the outset some 900,000 men were transferred from the Army back to



essential war industries, that was not enough. There are now 1,200,000 men and 300,000 women employed in State factories alone. Since then a number of serving soldiers has been released, either permanently or for a longer or shorter period of time. Still the country is feeling the strain severely.

It says much for the intensity of national feeling for the success of the war that drastic changes should have been introduced into industry. The increase of production has been amazing. The working week has been increased from forty—forty-five hours to no less than sixty hours, in some cases to seventy-two hours. Miners work fifty-two hours. The working day is not to exceed eleven hours for men and ten hours for women. An agreement, known as the Majestic Agreement, has put an end, at any rate for the duration of the War, to all the useless class warfare that had nearly been the undoing of France during the past few years. The healthy reaction of this great amelioration in social conditions has not been without beneficial results in the Army. Since mobilization, owing to this enhanced industrial output, the Army has undergone many important changes in its armament. It has been modified and greatly improved. A few general remarks on this subject may be permitted.

Tanks and artillery material have been turned out in large quantities by methods of mass production, whilst the increase in the personnel of those arms has been very great. In rear of the permanent works of the Maginot Line heavy guns have been set up to supplement the existing defences. In front of the Maginot defences a new system of fortified points and obstacles has sprung up. But to those who can remember the Great War, the strange phenomenon of a No Man's Land of a few miles in width has arisen, in which a curious new form of warfare has appeared. In this No Man's Land there stand woods, farms and even whole villages; and here the French Army has developed a special technique. Hostilities have taken the form of a gigantic "boy scouting." Fighting activity is concerned with no more than patrol work and local ambushes or raids, which, although insignificant in themselves, throw a considerable strain on the men engaged in these little operations. The Germans, making use of picked "storm detachments," have proved serious opponents in this warfare; and it has to be admitted that most of these small encounters take place on the allied side of No Man's Land. That, however, is the result of a set policy. Nowhere has the enemy been able to do as much as approach anything more than the fringe of the allied outposts. Along the Rhine the opposing sides are unable to do much more than watch one another. All along the line such activity is making no light demands on the troops engaged in outpost work. It is here that the French Army is learning much about such minor tactics in the hard school of experience.

Apart from any changes that have taken place in organization or in armament, much has also been done to alter and extend not only the details but also the general layout and depth of the Maginot defence lines. In the first place these works have been completed all along the Luxemburg and Belgian frontiers as far as the sea. Between September and January 65,000 tons of barbed wire have been worked into entanglements on 4,000,000 pickets. Earthworks have been built, and something like 1,000,000 cubic yards of concrete worked into their construction. The Frenchman has excelled in all this work.

France has also been busy in considering the question of reinforcing her armies from overseas. France, like Great Britain, possesses an extensive Empire, so that her military requirements and organization are influenced by many responsibilities of colonial defence. Unlike Germany, she has to consider compatriots and subject races who reside in distant countries. Like Britain, on the other hand, she can draw upon those peoples for man-power in times of war. But France views her Imperial obligations in a liberal fashion ; she gives her overseas peoples equal political rights, and then she retains the right to conscript them for military service. Nevertheless, the French Empire differs from the British in that it does not comprise any great self-governing dominions. Further it must not be imagined that all the peoples of the French Empire are susceptible to being fashioned into first-rate soldiers. From Morocco and Algeria in North Africa there come excellent divisions, most of whom can withstand the climate of North-Western Europe at its worst. But native troops drawn from farther South during the Great War suffered grievously from the severity of a Flemish winter at its worst, whilst by nature very many are not adapted to dealing with complicated weapons.

Consequently France does not enjoy the same advantages in such respects as Great Britain. Nevertheless, it may be asserted with all confidence that a substantial reservoir of man-power lies at hand for the French Army to draw upon. But that reservoir is far from being unlimited, whilst climate and natural characteristics place further limits on the manner and season of its employment.

The pick of the French overseas troops comes from Morocco and Algeria. Next to them stand the West and East African : Senegalese and Hovas. But the Senegalese are excitable in action and apt to fire off their ammunition in a hurry. Lastly come the Indo-Chinese, Annamites and Cambodians. For a variety of reasons France has not yet introduced conscription into her North African Dependencies, but has hitherto

relied upon volunteers. This seems to have yielded satisfactory results. During the Great War the number of Colonial and Native troops who were brought to France, including Labour units, numbered over 300,000 men.<sup>1</sup>

Certain problems of colonial defence remained to be provided against, also a few matters concerning internal security in French dependencies. Owing to the course that the present war has taken no difficulty has been encountered in any of these matters. Moreover, the crux of the problem as to how far France might be hampered by enemy action in drawing upon North Africa for troops and for extensive supplies of raw material has been settled in her favour. The sea routes across the Mediterranean have not been interrupted. For the future it would seem that the present facilities for raising fresh reserves of native troops for the French Army overseas are assured, for nothing is more remarkable than the loyalty now professed for the rule of France by the French overseas peoples. This is undoubtedly the result of the enlightened policy pursued by France with regard to her native subjects.

The strategy of France is, for the present, essentially defensive, although it by no means follows that, when the moment may seem propitious, the French Army will not embark on a bold and far-reaching offensive. Until this time comes French military procedure will probably

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<sup>1</sup>MILITARY SERVICE IN THE FRENCH COLONIES AND DEPENDENCIES.

The laws governing military service in the French Colonies and Dependencies vary, and have been subject to several changes. Roughly speaking, the following is the present state of affairs.

- (a) In the Regency of Tunis conscription is now in force. But the annual contingent is fixed very low, and the young men subject to the general term of service of three years draw lots for liability to serve.
- (b) In Algeria a similar condition prevails. In addition there exists a system of enlistment and re-enlistment for periods of four years. The term of colour service, however, is for two years only.
- (c) In Morocco no system of conscription is in force. Voluntary enlistment is adequate to provide the necessary contingent.
- (d) In what are known as the "Old Colonies" (*i.e.*, West Indies, Guiana, Reunion, Senegal), a normal system of conscription has been decreed. But it has not been really enforced.
- (e) In French West Africa conscription was introduced in 1919, but it is only enforced to a very small extent. During the Great War voluntary enlistment yielded the necessary numbers.

These provisions do not affect—

- (a) The Foreign Legion, serving in North Africa, which is recruited in France by voluntary enlistment alone.
- (b) Full French citizens resident overseas.

continue to bear the imprint of great caution and deliberation. Some authorities, indeed, already think it errs too far in this direction. "Security" lies at the root of every forward movement; so much so that many military critics reproach the French doctrine of war with excessive caution, even of timidity. Nevertheless, it is not improbable that when faced with the tasks of this present pseudo-fortress warfare, the French idea of caution will be fully justified. Indeed, such an attitude can be recommended with young troops, still readily impressionable and inexperienced. With such men every means should be sought whereby their original sensations in war should not be impressed with memories of severe trial, if not of initial reverse. Certainly, to oppose the present German theory of war, inflamed by Nazi doctrine of mass effort and headlong action, it is probably no mistake to open a campaign in a cautious mood: it may prove a remunerative line of conduct. The French facility for adapting resources to novel circumstances will find ample scope for the full exercise of natural military talents when the call may come later.

The apparent inaction of these past months has not been without its advantages. The complex French war machine has been set in motion; the road across the seas to North Africa remains open. France has made up in an astonishing way so much of that leeway which the strenuous preparation of the Nazi war-machine during the past few years has caused. Above all, fears of any overwhelming surprise attack by the Nazi tanks and aeroplanes on an unready country have been exorcized by the respite which she has now enjoyed. But it may be surmised that by the French Army a more energetic conduct of operations would be welcomed. Up to date no trace of "staleness" is apparent among the troops; it must not be allowed to supervene.

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## GENERAL GAMELIN<sup>1</sup>

THE outstanding features of General Gamelin's career are : first that, thanks to his remarkable capacity for work, his outstanding intelligence and ability and his capacity for clear and brief exposition at school, at the Military College at Saint Cyr, and at the Staff College, he was always in the first flight ; secondly, that although he has never been an instructor at any military college or institution, he has held a great variety of posts which have afforded him unusually wide experience in peace and war, with troops, on the Staff, in Higher Commands, and in Missions abroad both in foreign countries and in the French Empire overseas ; thirdly, he collaborated continuously with General Joffre over a long period, both in the years which immediately preceded the outbreak of the Great War and during the War itself, particularly during those critical times at the beginning of hostilities at an age when the personality of an officer is most influenced and takes a definite shape.

General Gamelin comes of an old military family—one of his ancestors was Governor of Phalsbourg under Napoleon the First, and another the Military Governor of Strasbourg. He was born on 20th September, 1872, in Paris, and was educated at that famous school, the *Collège Stanislas*, which supplied the French Army with so many of its leaders during the Great War. He worked hard, and although artistically inclined and showing promise as a painter, he followed the family tradition and entered Saint Cyr at the age of nineteen, passing out first two years later. After three years service in North Africa, he returned to France and served in the *Service Géographique de l'Armée* (Survey Department) until he went to the *Ecole de Guerre* (Staff College) in 1899, where he studied under Foch, then Professor of Tactics. After leaving the Staff College in 1901 and until the outbreak of the War, Gamelin's service, with the exception of the tours of duty with troops required by regulation, was spent in various Staff appointments. He accordingly spent two years as a company commander and two years as a battalion commander with that *Corps d'élite* of the French Army—the Chasseurs Alpins. In 1906, he first joined the Staff of General Joffre, who was then commanding the 6th Infantry Division. When Joffre took over command of a Corps, he went with him as *Chef de Cabinet* (Military Secretary), and on the outbreak of the Great War was a Major and Military Assistant to General Joffre.

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<sup>1</sup>The article from which this is extracted was contributed by Brigadier T. G. G. Heywood, O.B.E., and published in the JOURNAL for August, 1938.



## THE GREAT WAR

Owing to his modesty and loyalty to his old Chief, no one will ever know the full extent of Major Gamelin's share in the great decisions taken at the beginning of the War. But Marshal Joffre, in his Memoirs, mentions that Gamelin drafted the General Instruction No. 2, the first seed from which developed the victory of the Marne. On the 28th August, 1914, he accompanied Joffre on his visit to General Lanrezac and drafted the attack orders for the battle of Guise. On the morning of 4th September, at the meeting of the officers of the 3rd Bureau, he pointed out on the 1/200000 map, the favourable situation of the Allied Armies, owing to the pronounced salient into which the German forces were gradually moving: "We must take advantage of this situation immediately, stop the withdrawal to the Seine and attack to-morrow," he urged. Joffre, after considering his views and those of the Chief of Staff—General Berthelot, which were different, adopted Major Gamelin's general plan. The latter personally drafted that evening the famous Instruction No. 4 for the battle of the Marne.

Promoted to Lieut.-Colonel in November, 1914, he became Head of the Operations Branch at G.H.Q. in July, 1915; at the beginning of 1916 he was given command of the 2nd Brigade of Chasseurs. With this formation he was engaged in several hard and sanguinary fights on the Linge in Alsace. Subsequently his Brigade was chosen to take part in the battle of the Somme; on three occasions—in July, August and September, 1916—Colonel Gamelin led his Brigade to the attack. In the assaults on Maurepas, Curlu and at Cléry-sur-Somme he showed himself to be an outstanding commander and leader of men. Promoted to *Général de Brigade* (Major-General) in December, 1916, he was, at the age of 44, appointed Chief of the Staff to Joffre; had the latter's period of command continued, there is no doubt that General Gamelin would have gone down to history as standing in much the same relation to Joffre as General Weygand stood to Foch; with this difference, however, that Joffre had himself selected Gamelin eight years before the outbreak of war, and had trained him and worked in close collaboration with him during the period of preparation for the War, whereas Foch did not know Weygand before the outbreak of war, and it was Joffre himself who appointed Weygand to Foch's Staff when he gave the latter command of an Army just before the battle of the Marne. After the departure of Joffre, General Gamelin became Chief of the Staff of the Group of Reserve Armies. In May, 1917, he was given command of the 9th Division, with which he remained until the end of the War.

## THE POST-WAR YEARS

In February, 1919, he was appointed Chief of the French Military Mission in Brazil and remained there for six years, during which he successfully reorganized the national army. By a curious coincidence, Marshal Badoglio—the future head of the Italian army and conqueror of Abyssinia—was for a large part of that time his neighbour as Italian Ambassador to Brazil, and there developed a lasting and useful friendship between these two men.

He was sent to Syria in September, 1925, as Assistant to the High Commissioner and Commander-in-Chief. The situation there was critical, since Druze unrest, encouraged by the weakness of the French local military forces, had turned into an open rising. A column commanded by General Michaud had been surprised and cut up outside Soueida, where a French garrison was besieged by the rebels. General Gamelin's first task after his arrival was to undertake the relief of Soueida; this he carried out successfully in ten days, after inflicting heavy casualties on the rebels; in the meantime, however, the insurrection had spread to a large part of Syria. In December of the same year he was promoted to Lieutenant-General and Commander-in-Chief in Syria and, after a series of successful operations lasting until the beginning of 1927, he completed the pacification of the Mandated Territories.

Promoted Corps Commander in 1927, he returned to France in 1929 and took over the 20th Corps at Nancy. In January of the following year, he was appointed Deputy Chief of the Staff, and in February, 1931, he became Chief of the General Staff of the Army and a member of the *Conseil Supérieur de la Guerre*. On the 21st January, 1935, at the age of 62, he succeeded General Weygand as Vice-President of that body and Commander-in-Chief designate of the French Armies in war, retaining at the same time his appointment as Chief of the General Staff—just as Joffre had done in 1911. Finally, on the 21st January, 1938, he was appointed Chief of the General Staff of National Defence.

Owing to his long absence abroad in the years that followed the Great War, General Gamelin was, until his brilliant successes in Syria, little known in France. After his appointment as Chief of the General Staff, however, he gained the trust and confidence of the Army, and important reforms took place which greatly increased its efficiency. Ably seconded by General Georges, he continued General Weygand's programme of mechanization for the cavalry and motorization for the infantry; he introduced vast programmes of tank construction, for the provision of anti-tank weapons, for the modernization of the artillery,

and for the extension of the Maginot line of frontier fortifications, not only in depth, but from Lorraine to the North Sea. Most important of all, in order to counterbalance the growing threat of Germany's rearmament, the period of military service in France was increased from one year, first to eighteen months, and later to two years, thus not only considerably increasing the peace effectives, but greatly adding to their efficiency.

Since the Great War, politics have to a remarkable extent been kept out of the French Army, but, owing to the frequency with which the Government changed, General Gamelin, as head of the Army, had to deal with many War Ministers of widely differing political creeds; some were more difficult than others, but thanks to his always refusing to identify himself with any political party and to his tactful yet quietly forceful manner, he succeeded in resisting all attempts at political interference in the army; at the same time he retained the full confidence of his political chiefs. During his period of office, and before the outbreak of war, four major crises occurred: the Abyssinian campaign, the re-occupation of the Rhineland by the German Army, the Civil War in Spain, and the absorption of Austria by Hitler's Third Reich. In each, General Gamelin proved himself to be a cool and wise counsellor to his Government.

The successive Governments of the Third Republic have traditionally been very averse in peace to placing too much power in the hands of a soldier (that is one of the reasons why Marshals are only appointed in war), and nothing but the realization of the growing seriousness of the international situation would have induced the Government and Legislature to create a post of such importance as that of Chief of the General Staff of National Defence. The fact that they selected General Gamelin to fill this post was in itself both a striking proof of the confidence and trust reposed in his loyalty and patriotism, and a tribute to his personality.

#### THE MAN

What of the man himself? At sixty-six, he is remarkably young both physically and mentally; in appearance he is thick-set, in height about 5 feet 8 inches—well up to the average in size for a Frenchman—with fair hair just growing grey and clear blue eyes. He has a splendid constitution which has enabled him throughout his military service in many climates to enjoy the best of health. His temperament is calm—at all times an adjunct to a soldier; in this he closely resembles his former Chief, Marshal Joffre, who throughout his life displayed perfect self-control. Gamelin rarely sees fit to raise his voice, is ever sparing in

his words, and never seeks to strengthen them by gesticulation. He has a wealth of profound common sense, and is gifted with a simplicity not uncommon in great leaders, which is partly the outcome of wide experience, and knowledge closely akin to erudition. His recreations are painting, reading—history is his favourite subject—and travelling. He is lucid in expression, and one has only to be brought into contact with him to feel that deep respect which every man involuntarily pays towards a born leader. He has the sensibility to appreciate the points of view of other nations, and he realizes that with allies tactful persuasion may often be more constructive than direct orders. He has the gift, not only of inspiring trust in his subordinates, but of winning the affectionate devotion of those who work in close collaboration with him. This feeling is frequently shared by those foreign officers who have had the privilege of working in co-operation with him and who have had an opportunity of appreciating his great qualities of mind and heart; this is particularly the case with those British officers who have served with him in Syria and in France.

He has visited England and Scotland on several occasions, both official and unofficial; in 1936, he accompanied President Lebrun and represented the French Army at King George V's funeral; in 1937 he attended the British Army manoeuvres in East Anglia. He is a sincere admirer of the British soldier, whose staunch qualities he learned to appreciate during the Great War, particularly during those dark days of March, 1918, when British and French troops fought side by side under his orders.

Throughout her history France has had the happy knack of producing great men to lead her in times of crisis. It would seem that she has done this once more, and that she may confidently leave the fate of her armed forces in the capable hands of her first Chief of General Staff of National Defence. It has been said of Gamelin that he was born under a lucky star, for neither during the Great War nor in his subsequent campaigns has he known defeat. Fortunate indeed is the soldier who knows but victory, and fortunate also the country which produces such a leader.

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## THE FRENCH NAVY

BY A FRENCH CONTRIBUTOR

**F**RANCE has always maintained a large navy; but it is doubtful whether the French people, who are, perhaps, less versed in naval than in military matters, fully realized, previous to 1914, the importance of the sea as a factor in modern war. Between 1914 and 1918, however, it became apparent to us that control of sea communications is vital to a nation to ensure supplies from overseas, and to provide freedom of movement for her armies if they are required to fight abroad. This lesson was not forgotten, and since 1922—when we started to rebuild our navy—there has been practically no stop in the steady increase of our fleet.

Excluding obsolete vessels, the French warships in commission when war came last year included :—

- 5 Capital ships (modern or reconstructed)
  - 50 Cruisers<sup>1</sup> consisting of :—
    - 7 " heavy " (10,000 tons—8-in. guns)
    - 12 " medium " (6/8,000 tons—6-in. guns)
    - 32 " light " (with a 3,000/3,500 tons full load displacement and 5.5-in. guns)
  - 38 destroyers
  - 77 submarines
  - 2 aircraft and seaplane carriers
  - 37 escort vessels and mine-sweeping avisos
- also an important fleet of auxiliary vessels (oilers, survey ships, etc.).

It will be recalled that Lord Jellicoe, when urging the necessity for increasing the British Fleet, stressed the fact that a minimum of seventy cruisers was indispensable for the security of the British Empire. To-day, France contributes fifty surface craft of cruiser design to the common needs of the Allies, and since the beginning of the war these vessels have taken their share in providing for the protection of the main sea routes.

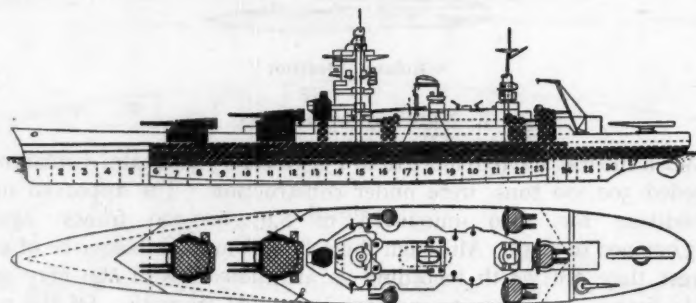
The chief characteristics of our warships are given in a table at the end of this article. Pending the completion of the new British and French 35,000 ton capital ships, the French battle-cruisers " Dunkerque " and

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<sup>1</sup>According to the Treaty of London Classification.

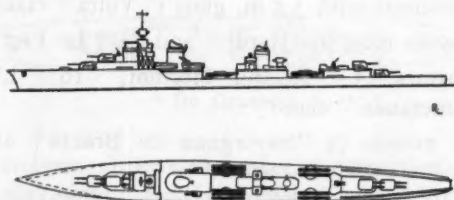


"Strasbourg" are the only allied battleships of really modern construction. The "Dunkerque" was commissioned in 1937 and the "Strasbourg" in 1939. On trials, both ships far exceeded their designed speed.



"Dunkerque"

The latest French light cruisers compare favourably with foreign contemporaries. The six "La Galissonière" type are well protected and fast vessels with excellent sea-keeping qualities, while the "Volta's" are, for their size, the most formidable light craft of the kind; under deep load their speed is well over 37 knots. It may be noted also that the French submarine flotilla is, to-day, the most homogeneous in the world. It consists, mainly, of thirty-eight first class submarines and thirty-eight second class submarines; but the first class submarines belong exclusively to two types of vessels (9 and 29 units respectively) while, excluding six mine-layers, the second class submarines may be roughly divided into three groups, the general characteristics of which are, however, very much the same.



"Volta"

An interesting feature of the French navy is that it has its own Naval Air Force. Over and above the sixty aircraft carried in various battleships and cruisers fitted with catapults and the flights carried by the aircraft carriers and seaplane tenders, two wings, respectively of

five and seven "flights" (patrol, scouting, bombing and torpedo aircraft), are now at the disposal of the Commanders-in-Chief of the Atlantic and Mediterranean battle fleets.



"Roland Morillot"

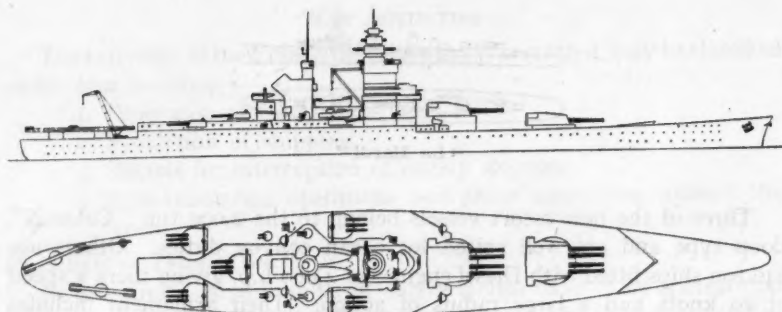
#### NEW CONSTRUCTION

When the war started, more than 130 vessels, whose total displacement exceeded 300,000 tons, were under construction. The approved naval expenditure for 1939 amounted to 8,074,000,000 francs, against 5,713,000,000 in 1938. Although these figures may no longer be of great interest they are worth recording as an indication of the very great efforts France has made to increase her naval strength. Of the naval expenditure provided for in 1938, 61 per cent. was for the construction and propelling machinery of new vessels sanctioned under the 1938 and previous programmes. In 1939 this rose to nearly 70 per cent.

In contrast to what happened in August 1914, and in spite of the fact that mobilization has deprived French industry of several millions of men, work has not been interrupted in the naval or private yards. It is therefore hoped that most of the following vessels will be completed and commissioned on the anticipated dates :—

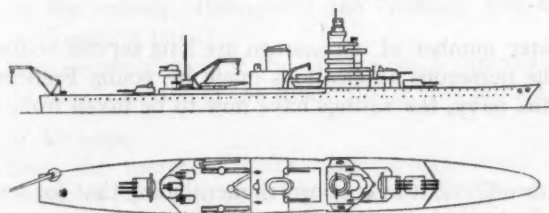
- 4 35,000 ton capital ships (2 "Richelieu" and 2 "Gascogne" class)
- 2 aircraft carriers ("Joffre" and "Painlevé")
- 3 cruisers "B" with 6-in. guns ("De Grasse" class)
- 4 light cruisers with 5.5-in. guns ("Volta" class)
- 26 destroyers (12 "Le Hardi" and 14 "Le Fier" class)
- 24 submarines (5 "Roland Morillot," 16 "L'Aurore," and 3 "Emeraude" class)
- 26 escort vessels (3 "Savorgnan de Brazza" and 23 "Elan" class)
- 53 submarine chasers and motor torpedo boats
- 9 large "oilers."

At the outbreak of the war, some of these vessels were nearing completion, several have already been completed, and one capital ship—the "Richelieu," six large destroyers, and numerous flotilla craft (escort vessels and submarines) are now undergoing their trials.



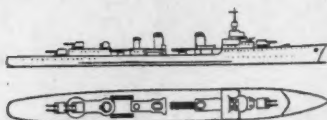
" Richlieu "

In general appearance, the new " Richelieu " and her sister vessel the " Jean Bart," are very much like the " Dunkerque " class. Except for their new trunked funnel, the silhouette is very much the same and the eight 15-in. guns are mounted in quadruple turrets on the forecastle, while the secondary armament (all in triple A.A. turrets) is arranged in the same way as that of the " Dunkerque." Both vessels will be heavily protected and it has been stated unofficially that the total weight of protection on board these vessels amounts to 15,000 tons against 14,000 tons in the British " King George V " class.



" De Grasse "

While the cruisers at present under construction are practically replicas of the successful " La Galissonière " and " Volta " types, the latest French destroyers are of a new design. Twelve of them (the " Le Hardi " class) can be compared to the British " J " and " K " classes, the only difference being a somewhat larger displacement. Fourteen other destroyers (994 tons standard displacement) are typical of the light destroyer type which has been favoured by several navies (France, Italy, Japan) and resemble the new British " Hunt " class.



"Le Hardi"

Three of the new escort vessels belong to the 2,000 ton "Colonial" sloop type and are well suited for ocean convoy duties. Others are 640 ton ships fitted with Diesel engines of 4,000 h.p. giving them a speed of 20 knots and a large radius of action. Their armament includes 3.9-in. A.A. and heavy A.A. machine guns on twin and quadruple mountings. All these vessels will be a useful addition to the ships specially designed or adapted for the defence of shipping, and they can also be used for mine-sweeping duties.

#### PERSONNEL

In 1938 the growth of the French fleet necessitated a large increase of personnel. But for the War, this personnel, which amounted in 1939 to roughly 4,250 officers, 16,500 warrant and petty officers, 66,000 leading, able and ordinary seamen, would have been increased in 1940 by several thousands of officers and men.

The greater number of our seamen are long service volunteers and, thanks to the numerous applications made by young Frenchmen eager to serve in the navy, few ratings have now to be taken from the yearly conscripts.

As regards officers, it may be worth mentioning that for several years young officers from the merchant marine, called to the navy to serve their compulsory service and trained as reserve officers, have been temporarily admitted on the active list for renewable periods of two years. Most of our naval officers, however, have been educated at the Naval College at Brest (both Executive and Engineering branches).

Since last May, new ranks have been introduced for Flag Officers. While previously there were only "Rear" and "Vice" Admirals, Flag Officers can now be promoted to "Squadron Vice-Admiral" and "Admiral," while the French equivalent to the British First Sea Lord has been given the rank of "Amiral de la Flotte" (Admiral of the Fleet).

## WAR ACTIVITIES

The activities of the French fleet since the War started, may be classified under four headings:—

1. Protection of troop transports.
2. Protection of shipping.
3. Patrols for interception of enemy shipping.
4. Anti-submarine operations and other operations against the enemy.

*Protection of Troop Transports.*

In war time a large number of native troops have to be transported to France, and European drafts have to be sent to the Colonies to stiffen newly formed units ; or whole units may have to be dispatched overseas to new theatres. Since the outbreak of the present war thousands of men and a great quantity of animals, vehicles and equipment have been transported to or from French Northern Africa, Senegal, and Syria. None of the transports has suffered any loss.

The co-operation of the French navy has also been extended to the following:—

- (a) Protection of the transportation to France of the British Expeditionary Force ; French destroyers, escort vessels and submarines having been used to convoy or cover such movements.
- (b) Protection of the transportation of the second Canadian contingent : it is now permitted to state that the protection of the convoy, throughout the crossing, was entrusted to a French Admiral.
- (c) More recently, one of the large French cruisers co-operated in the protection of the Anzac troops now landed in Egypt.

*Protection of Shipping.*

Apart from the merchant ships convoys run under the British Admiralty, convoys have also been organized by the French Admiralty. In some cases, British Admiralty convoys have been under French escort only ; in others both British and French warships have co-operated in the protection of these convoys.

In all, slightly over 20 per cent. of the ocean-going allied convoys which have taken the sea since the beginning of the War have had escorts provided by the French navy ; 116 convoys (between 3rd September and 10th February) being exclusively convoyed by French ships, while the French navy co-operated with the British navy in escorting during the same period, 33 other convoys. Of the hundreds of ships which have been thus escorted, five only—four of which were in convoys exclusively protected by the French—were sunk.



*Patrols for Intercepting Enemy Shipping.*

Since the War, our navy has been reinforced by an important fleet of armed merchant cruisers and auxiliary escort vessels. The French A.M.Cs. are either ex-liners or ex-fruit carriers, particularly well suited for ocean cruises, while many of the auxiliary patrol vessels are former trawlers from the Newfoundland Banks—strongly built ships, of which French shipping had a particularly important fleet as well as the largest craft of that kind in the world.

These units, in conjunction with the regular navy, have taken a regular part in those French patrols which have captured seven enemy vessels, five of which—owing to prompt action—it was possible to keep afloat. One capture may be recalled here: the German s.s. "Chemnitz" was stopped in the middle of the Atlantic by the submarine "Poncelet" which succeeded in sending her back undamaged with a prize crew. This is the only operation of the kind which has, up to now, been carried out by an allied submarine.

Hundreds of neutral ships have been stopped and examined by French patrol ships and sent to contraband control ports. Up to February 17th, 313 had been detained after being visited, while 583,000 tons of suspicious goods had been landed, pending decision of the Prize Court.

*Anti-submarine Operations and other Operations against the Enemy.*

Several French naval forces co-operated in hunting the "Graf Spee," and French capital ships have taken part in reconnaissances or sweeps in conjunction with similar British warships.

Divisions of French torpedo boats are also patrolling the approaches of the North Sea and the Straits of Dover, thus reviving the co-operation with the Dover Patrol of the last war. On many occasions, French naval units have attacked U boats, and in some cases successfully; the names of the destroyers "Simoun" and "Sirocco," for instance, have already been associated with these hunts, while a seaplane off Brest succeeded, in September last, in damaging one of the first German submarines to be attacked.

In those various duties, French flotillas were most active and it has been made public that since the outbreak of the War, some destroyers and patrol vessels have remained at sea from twenty to twenty-five days in a month. French naval aircraft have also been very active; for instance, those based on Brest carried out, during January alone, fifty-eight war missions, of which thirty-eight were for the protection of convoys several long distance reconnaissances flights and six searches for submarines.

## SUMMARY OF THE FRENCH FLEET

CLASS	DISPLACEMENT	SPEED	ARMAMENT
<i>Capital Ships :</i>	TONS	KNOTS	
2 " Bretagne "	22,189	20	Ten 13.4 in. ; fourteen 5.5 in. ; eight 2.9 in. A.A.
1 " Lorraine "	22,189	20	Eight 13.4 in. ; fourteen 5.5 in. ; eight 3.9 in. A.A.
2 " Dunkerque "	26,500	30	Eight 13.1 in. ; sixteen 5.1 in. A.A.
4 " Richelieu " *	35,000	30	Eight 15 in. ; fifteen 6 in. A.A.
<i>Aircraft Carriers :</i>			
1 " Béarn "	22,200	20	Eight 6.1 in.
1 " Commandant Teste "	10,000	20	Twelve 3.9 in.
2 " Painlevé " *	18,000	30	— 5.1 in.
<i>Cruisers :</i>			
"A"			
2 " Duquesne "	10,000	34	Eight 8 in. ; eight 2.9 in. A.A. ; six tubes.
4 " Suffren "	10,000	33	Eight 8 in. ; eight 2.9 in. or 3.5 in. A.A. ; six tubes.
1 " Algérie "	10,000	32	Eight 8 in. ; twelve 3.9 in. A.A. ; six tubes.
"B"			
3 " Primauguet "	7,250	33	Eight 6.1 in. ; eight 2.9 in. A.A. ; twelve tubes.
1 " Jeanne d'Arc "	6,500	26.5	Eight 6.1 in. ; six 2.9 in. A.A. ; six tubes.
1 " Emile Bertin "	5,900	37	Nine 6 in. ; six 3.5 in. A.A. ; six tubes.
6 " La Galissonnière "	7,600	32	Nine 6 in. ; eight 3.5 in. A.A. ; six tubes.
3 " De Grasse " *	8,000	32	Nine 6 in. ; six 3.5 in. A.A. ; six tubes.
Light			
6 " Tigre "	2,200	35.5	Five 5.1 in. ; six tubes.
18 " Lion "	2,450	36/38	Five 5.5 in. ; six or seven tubes.
6 " Le Fantasque "	2,570	37/38	Five 5.5 in. ; seven tubes.
6 " Volta " (4*)	2,900	37/38	Eight 5.5 in. ; ten tubes.

\* Building or completing afloat.

CLASS	DISPLACEMENT	SPEED	ARMAMENT
	IN TONS	KNOTS	
<i>Destroyers :</i>			
26 " Simoun "	1,350	33	Four 5.1 in. ; six tubes.
12 " La Melpomène "	610	34	Two 3.9 in. ; two tubes.
12 " Le Hardi " (11)*	1,770	37	Six 5.1 in. ; seven tubes.
14 " Le Fier "**	995	34	Four 3.9 in. ; four tubes.
<i>Submarines :</i>			
1 " Surcouf "	2,880/4,300	18/10	Two 8 in. ; fourteen tubes.
9 " Requin "	975/1,440	16/10	One 3.9 in. ; ten tubes.
25 " Redoubtable "	1,380/2,060	18/10	One 3.9 in. ; eleven tubes.
5 " Roland Morillot "**	1,600	21/10	One 3.9 in. ; ten tubes.
10 " Sirène "	560/780	14/10	One 3.9 in. ; seven tubes.
22 " Argonaute "	575/800	14/10	One 2.9 in. ; seven tubes
10 " Saphir " (4*)	670/925	12/10	One 2.9 in. ; five tubes ; mines.
15 " L'Aurore "**	895/1,170	14/10	One 3.9 in. ; eight tubes.

\* Building or completing afloat.

## ADMIRAL DARLAN

By SIMONE ROSAY

*Reproduced by courtesy of "L'Aéro" of 15th December, 1939.*

**T**HE first sailor of France is the youngest of her Flag Officers. Of medium height and clean shaven, he has the ruddy complexion and clear gaze typical of the seaman, and charms all who meet him by his pleasant and unassuming manner. Intelligence and judgment are his outstanding qualities.

The French Commander-in-Chief was born in 1881 and comes of a famous naval family; his great-grandfather fought at Trafalgar and his grandfather was captain and owner of clipper ships. Maintaining the family tradition, he entered the Naval School in October, 1899, and three years later was already seeing active service in China during the Russo-Japanese war. Shortly after this he was promoted to Sub-Lieutenant and went to the Gunnery School, from which he passed out at the head of the list. After this success, he again went to the East on active service, being appointed to the "Orly," but only remained on board for forty-eight hours, as a gun-boat without guns did not promise much scope for a gunnery officer of his calibre. Sub-Lieutenant Darlan therefore returned to Hong Kong and joined the "D'Entrecasteaux" in which he spent some time. In 1912 he was promoted to Lieutenant and was then described as "an officer of capabilities far beyond his rank." He became instructor in the training ship "Jeanne d'Arc," and earned the highest opinion of his senior officers.

When war was declared in 1914, Lieutenant Darlan asked to be given an active service appointment, and was put in command of a battery of naval guns along the Meuse. In 1915 he was in Alsace, and in 1916 first in Salonika and later at Verdun, where he returned in 1918 after serving in Champagne, Belgium and Noyon. Throughout his service in the Great War, Lieutenant Darlan showed himself to be a born leader, and his battery attained almost legendary fame wherever it was stationed. He has a great sense of justice and sincere regard for the welfare of those who serve under him, and by his powers of endurance and disregard for danger sets an example which enables him to get the best out of his men. At the end of the war he was decorated with the Légion d'Honneur and promoted Lieutenant-Commander as being "a first-rate officer, with all the qualities of a leader developed to the highest degree; energy, coolness, ability to make decisions . . ."

After a short period spent with the Rhine Flotilla, and now a Commander, he once again set out for China, this time as Chief of Staff in the Far East Fleet, returning after two years to take charge of the Pilotage School. This was followed by an advanced course at the Naval College, from which he passed out first with a special mention.

In 1926, Captain Darlan was working at the Ministry of Marine and was singled out by the Minister for his ability, for in addition to being a sailor he also has diplomatic gifts. Being both versatile and adaptable, he showed himself capable of dealing with any problems which arose, and realised that it is often easier to lead a squadron into battle than to persuade the Chamber of Deputies and the public to approve and vote the necessary grants for a naval programme. In 1928 he was made Inspector General of the Navy and given command of the "Jeanne d'Arc" and later of the "Edgar-Quinet." He spent most of this time at sea getting an insight into the methods of training seamen and the condition of the ships of the navy.

At the age of forty-eight, Captain Darlan was promoted to Rear-Admiral and was appointed as Naval Secretary to M. Georges Leygues, and for the next five years he exerted all his influence to effect the improvement of material, and the construction of a battle fleet. It may be truly said that nearly all the new construction put in hand during this time was done on his initiative. The valuable work which Admiral Darlan achieved in connection with the London Naval Conference is well known, and it was due to his persuasion that the British submarine tonnage was increased to 75,000 tons.

The Rear-Admiral left this post to command the manœuvres in the Mediterranean, flying his flag in the "Foch," when all those who took part were greatly impressed by his handling of the fleet. At the end of 1934 he was promoted Vice-Admiral and took command of the Atlantic squadron—the most important of our naval forces. In 1935 he was made a Grand Officier of the Légion d'Honneur, having by then also been awarded the Médaille Militaire—the highest decoration that can be conferred on a French Flag Officer. In December, 1936, he became Chief of the Naval Staff and Admiral of the Fleet, and in June, 1939, was made Commander-in-Chief of the French Naval forces and a member of the Conseil Supérieur.

Admiral Darlan now bears a heavy load of responsibility, but both the French and British nations have complete confidence in him and in the forces he commands. At a time when all our efforts are being directed towards one end, the Commander-in-Chief of the French fleet holds a unique place at the centre of the organization on which we depend for victory.

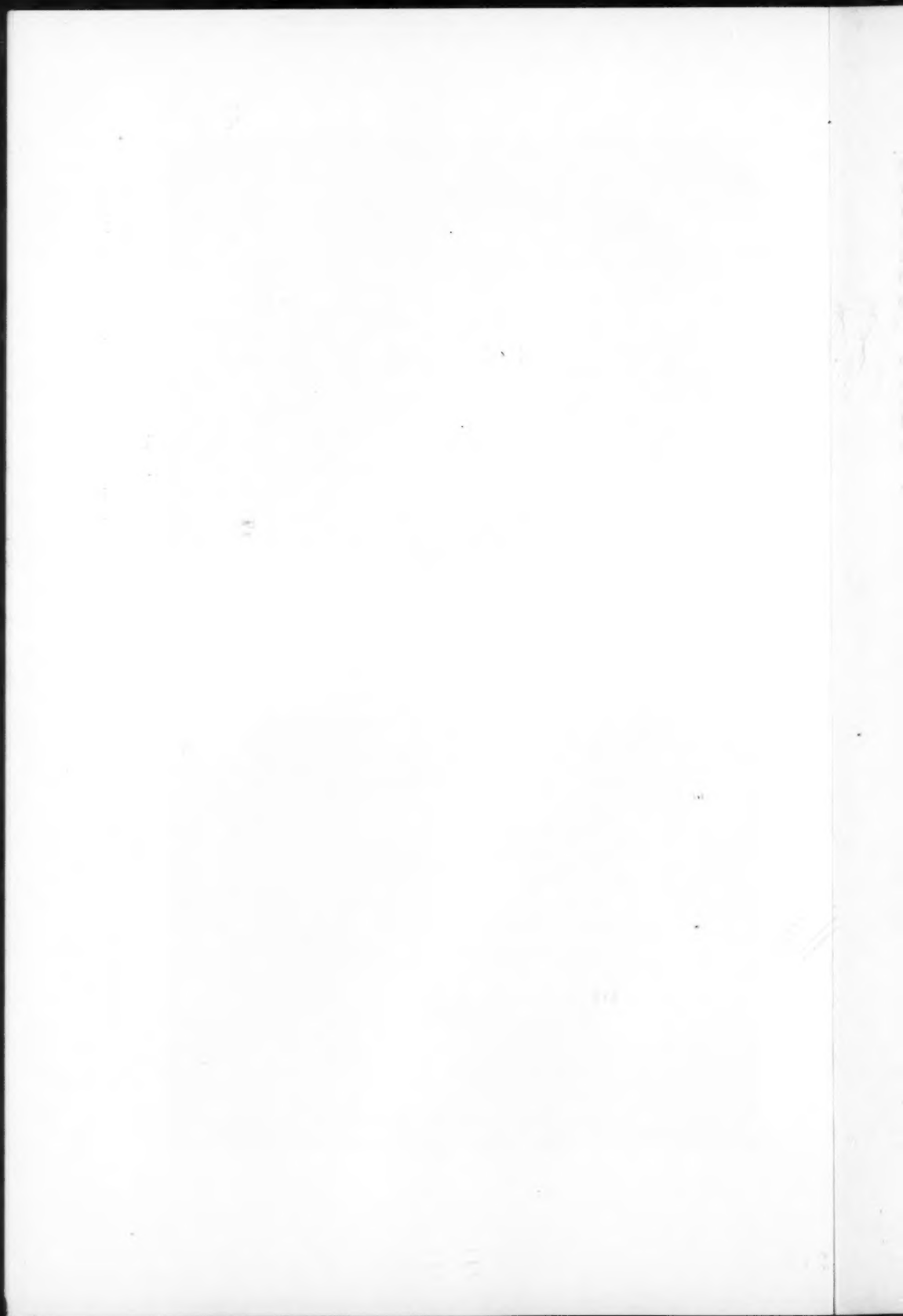




**ADMIRAL DE LA FLOTTE FRANÇOIS DARLAN**  
 Chef d'Etat Major-Général de la Marine



**GENERAL JOSEPH VUILLEMIN**  
 Chef d'Etat Major-Général de l'Armée de l'Air  
 Commandant en Chef des Forces Aériennes



## GENERAL VUILLEMIN

**T**HE Commander-in-Chief of the French Air Force, General Vuillemin, was born at Bordeaux in 1883. He has been through the mill, and of all those at the head of the allied arms, he possesses the richest professional experience. He was a private, he is a General; he was a gunner, and he is an airman. A career in the Army had always attracted him, and he started it at the age of 21 as a private in the 19th Battalion of Artillery. After five years in the ranks he passed into the Military School of Artillery and Engineering, leaving it in October, 1910, on being posted to the 34th Artillery Regiment as a 2nd Lieutenant.

In 1910 aviation—in which Vuillemin was to find distinction and world-wide fame—was confined to a small body of enthusiasts, and few people, outside the realm of fiction, imagined that within a decade the aeroplane would play such an important part in warfare. The manoeuvres which were held in this country in the years immediately preceding 1914, and had their regular counterparts on the Continent, gave us a peep into the future. Vuillemin, who was promoted to Lieutenant in 1912, was one of those who even in these early days foresaw something of the aeroplane's future, and, attracted by its promise of adventure and pioneering, he secured his transfer to military aviation. On 27th November, 1913, he obtained his pilot's certificate—the number of his ticket being 287. When ten months later war broke out, Vuillemin, held the rank of Lieutenant and he started active service in a small *Caudron*—a machine which was so light that its use on active service had not been envisaged. It was, however, quickly realised that the value of aircraft depended less on strength and bulk than on the valour and resource of the men who flew them. In the autumn of 1914 Vuillemin, anticipating the radio co-operation between airman and artilleryman, proved by a series of manoeuvres in the sky that a pilot could be of the greatest possible use in guiding and directing the aim of the gunners down below.

His fame spread rapidly and with it came promotion. June, 1915, found him a Captain in command of Squadron C. 11, which under his inspiring leadership set an example to all. In February, 1918, that critical month of respite for the Allied armies before the German offensive was launched, he was gazetted Major and formed the famous No. 12 Bomber Squadron. This he commanded with devastating effect—

particularly during the early weeks of the German attack—and it is fair to say that from March to November, 1918, Vuillemin spared neither himself nor his country's enemies. He was the great organizer of night bombing. Without wireless or adequate navigational instruments, he led his bombers through the night, far over the enemy lines, destroying railways, bridges, factories, and outwitting the swarms of enemy fighters with his slow, heavy machines. At the end of the war he was the undisputed master of bombing technique.

Vuillemin's gifts and initiative were by no means exhausted by war, and his original, far-seeing mind found plenty of opportunities in peace. For example, in 1920 he was responsible for the first crossing of the Sahara by air, flying from Algiers to Dakar. Some years afterwards, at the head of a large squadron, he flew over both the Sahara and the Sudan. To commemorate this flight a beacon was erected in the heart of the desert and christened the Vuillemin Beacon. This particular flight won the admiration of the world—a flight for which Vuillemin was fittingly accorded the Grand Cross of the Legion of Honour.

Made a Lieutenant-Colonel in 1924 and a full Colonel in 1928, Vuillemin successively commanded the French Air Force in Algeria and in Morocco. Back in France in the middle 1930's he attended a course of lectures at the *Centre des Hautes Etudes Militaires*. In 1936 he was made a General and in the following year he became a member of the French Air Council. Then in 1939 he was appointed Commander-in-Chief of the French Air Force.

The weight of responsibility which rests on leaders such as General Vuillemin at the present time is overwhelming. Yet his record of outstanding gallantry and brilliant administrative achievements is evidence that the destinies of the French Air Force are in safe custody. For General Vuillemin is that ideal combination of airman and organizer. His bravery in the air has been recognized by the highest decorations, while his work in Africa and in Paris testifies to his organizing genius. Above all, he is confident in the superiority both of his men and their machines, for he himself said, speaking of the future: "We may look ahead with confidence, because our pilots yield to none and our technicians are equal to the best in the world."

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## THE AIR FORCES OF FRANCE

By MAJOR OLIVER STEWART, M.C., A.F.C.

THE development of the air forces of France, like that of the air forces of all major Powers, has been strongly influenced by the needs of her land and sea forces. A comparison between the organization of those air forces fifteen years ago with that of to-day serves to throw into relief the main points which must be noted if the structure of the French service is to be understood. At that time they were divided between the navy and the army: there were the *Service d'Aviation Militaire* and the *Aéronautique Maritime*, and they formed parts of their respective Services, just as our Royal Flying Corps formed part of the British Army and the Royal Naval Air Service of the Royal Navy; the military side had its *Direction* at the War Office, while the Admiralty had its *Service Central de l'Aéronautique Maritime*—naval personnel went through their full naval training. It will be obvious that here was a parallel to the arrangements in Great Britain; and the alterations which occurred afterwards also ran parallel in many important respects.

They may be said to have begun with the formation in 1928 of a *Ministère de l'Air*, and it is noteworthy that the first French Air Minister was M. Laurent-Eynac, who is again Minister at the time these words are being written. The creation of the *Ministère de l'Air* was the preliminary to the creation of the *Armée de l'Air*, which bears a close resemblance in fundamental structure to our own Royal Air Force. The creation of the *Armée de l'Air*, however, dates officially from the 1st April, 1933. Its scope was defined at the time as being that of "an independent army capable of participating on the one hand in aerial operations and in the air defence of territory, and on the other, in combined operations with the land and sea forces." It will be noted, therefore, that although the name might lead one to suppose that the tie with the army remained, it was in fact sharply modified by these changes. But the full autonomy of the air service—and it seems that the French, with their liking for precise words, strongly object to the use of the term "independent" when one is talking about their air service—was not achieved until 1936, when a decree was published establishing the unified command bringing all French air squadrons, apart from a few naval units, under a single head.



It would seem that the French insistence upon the autonomy and not the independence of their air service has considerable significance. They hold that an air force cannot be "independent" in any real sense, that it must in all its activities work in collaboration with the other two Services, and that alone it cannot, in the strictly practical sense, even begin to exist. In effect the essential change that has taken place in the air forces of France, as in those of Great Britain, since the war of 1914-18 is that they have become "autonomous"; they can never become "independent."

There was one other thing to be noted about the change, and that was that the French Colonial *Aviation* was also affected. Formerly this had come under the Ministry of the Colonies and French air estimates showed it under a separate head. But the reorganization brought this also within the same single-centralized, autonomous organization. There remained a further step in unification to be taken, however, though it was one more of internal administration than of broad general principles; this was noted in the decree published in the *Journal Officiel* of 3rd September, 1938, in which the distinction between the operational commands, as we should call them, and the supply services was abandoned. This move was made during the period of office of M. Guy la Chambre, but it was preceded by an extremely stormy period during which the French air forces underwent many troubles which must be mentioned before it is possible to observe the present conditions in true perspective.

Before 1936 aircraft for the French service had been made by private constructing companies in exactly the same way as in Great Britain. These companies were free from Government control and were contractors, acting solely in that capacity. They carried some of the most famous names in French aviation. But in 1936, under the Blum government, M. Pierre Cot was made Air Minister, and he introduced what—however its effects may be regarded—must still be accepted as a most interesting experiment. Under this government all aircraft constructing companies working as contractors for the *Ministère de l'Air* were taken under government control: the whole of the armament and the aircraft industries were affected, and the aircraft industry was divided up into six *Sociétés Régionales*.

As might have been expected, this move gave rise to an outburst of criticism. It was said that it had ruined all chances of reaching a high output, and that the technical quality of the aircraft and of the aero-engines would suffer; nor can this criticism be entirely discounted, for there was undoubtedly a serious setback to output, and there seemed

to be very little sign of any notable technical advance. It is possible to interpret this in either of two ways according to the political complexion of the interpreter: either it may be said to have been due to socialist measures which were fundamentally unsound or it may have been due to the inevitable disorganization which resulted from a change in the organization of the companies and which had to be given time to settle down and for general adjustment. At any rate, production fell, and there was a good deal of anxiety, not only in France, but also in this country, about her air service, for it was becoming clear that the two democracies would soon have to face another contest with Germany.

There followed the administration of M. Guy la Chambre and the recovery of French aircraft output.

Now, let us take a more general look at French aviation. On 14th June, 1938, a decree approved by the Council of Ministers and published in the *Journal Officiel* on the following day increased the strength of the *Armée de l'Air* from 2,550 officers and 40,000 other ranks to 3,085 officers and 59,410 other ranks. A preamble to this decree indicated that in 1939—the war year, there would be a further increase, but of this nothing can definitely be said. There was also a move at this time to improve the technical status of the Service and the number of engineers, chemists and other specialists was substantially increased.

Before the start of the present war various steps had been taken to ensure that the air forces of Britain and of France should work together in the closest co-operation. The Royal Air Force mission to the French Air Force under Air Chief Marshal Sir Cyril Newall went out on 9th October, 1938, and returned on the 15th of that month. Since then we have been able to welcome in England a French mission, which included Colonel P. Rozoy, Lieut.-Colonel F. Wiedmann-Goiran, Commandant Tilly, Commandant P. de Premare, and Capitaine D. Mackain. The Royal Air Force visit in 1938 was in itself a return for a French visit to the Royal Air Force earlier in that same year.

Strategically the position of the French air forces is somewhat different from that of any others. There is that first call on the services of the air arm for collaboration with the Army. This is a call which sounds more insistently in France than elsewhere and which no French officer will neglect. The consequence is that the *Armée de l'Air* may appear on the face of it still somewhat more tied to the army than is the case with the British Royal Air Force. But it is none the less autonomous, and this tie is only as close as the circumstances of action demand.

There is another point of interest when the organization and accomplishments of the two allied air forces are considered. It is that the Royal Air Force has a wider area to cover in its operations than the *Armée de l'Air*. The French service has units stationed in Africa at points which are not so far from the home country as to cut them off. The consequence is that in an emergency it would be possible for units with French colonial forces to be flown back and to work with others in France if the need arose. This is an advantage of mobility which must not be overlooked; it applies especially to the French air service and has its bearing on all considerations of strategy.

Before turning to a brief look at the aircraft in use in the French air service a few words must be said about the *Aviation Maritime*, which includes the *Aviation Embarquée*. France has aircraft carriers—the “Béarn” being perhaps the best known, and she also uses catapulted aircraft very extensively. The present war has shown clearly the value of this type of aeroplane; for example, a Fairey “Seafox” was catapulted during the River Plate action, and performed useful service according to the accounts subsequently received. French warships are generally equipped with catapult aircraft of various types; the average cruiser carries two of them.

Next a word must be said about the equipment of the *Armée de l'Air*. It has been through a bad period; no one attempts to deny that. But recently the swiftness with which earlier deficiencies have been remedied is noteworthy. During a visit which the present author paid to the squadrons of the French air forces in France, two aircraft which are both of high technical standard were coming into service, the first being the Morane 406 single-seat fighter and the second the Potez 63 light bomber and reconnaissance aircraft. France has been using the Curtiss single-seat fighters, of American construction, with good effect, and the pilots of the French squadrons like them very much, mainly on account of their high manoeuvrability. Probably the only serious faults of the Curtiss which the French *Armée de l'Air* is using is the small number of guns, and the fact that these guns are not heated. With so much high altitude flying to be done and with so many combats taking place at great heights, the importance of adequate heating for the guns is great. But apart from that the American machines have been shown to be excellent.

The new French machines, notably the Dewoitine 520—one of the fastest single-seat fighters in existence—the Bloch 151 and 152, and the Lioré et Olivier 45 twin-engined aircraft show the highest promise. In the war of 1914-18 France led the way all the time in the design of aircraft and of engines. Our own “S.E. 5s” were equipped with the

French-designed Hispano-Suiza engines ; our " Pups " had the wonderful little 80 h.p. Le Rhône, and our " Camels " had the 110 h.p. Le Rhône. This time it looks as if Britain has a lead in the technical quality of her aircraft and aero engine designs. But the French are picking up lost ground so rapidly that it seems that the genius of the race which led the way in the world's aeronautical development is still to be trusted. The recent French types of aircraft are noteworthy in many ways, and there can be no doubt whatever that they show high technical excellence.

A few words must now be added on the general departmental organization of the *Armée de l'Air*. The Air Minister is head of the Service and is advised by a Civil Council and a Military Council. He is President of the Supreme Air Council which deals with such matters as organization, co-operation with land and sea forces, supply and training, tactics and equipment. The Naval Air Arm, which is manned by naval personnel, comes directly under the Minister of Marine, so that in that respect the French scheme may be said to be similar to the British.

The Air Staff is divided into five bureaux ; the first dealing with organization, mobilization, legislation, budget matters and colonies ; the second with intelligence ; the third with operations, instruction, schools, signals and reserves ; the fourth with transport and supplies ; and the fifth with equipment. The forces themselves comprise fighting, bombing, reconnaissance and observation formations, and an air formation is composed of flights, groups and squadrons. A group is composed of two flights, a point of distinction which sometimes leads to confusion owing to the different meaning of the Royal Air Force term " group."

Fighting formations are divided up into Air Brigades and Air Divisions, and an Air Brigade is composed of two or three squadrons and a Division of two or three Brigades.

The *Armée de l'Air* makes a good deal of use of lighter-than-air craft, and in addition to the ordinary observation balloon it employs a form of motorised balloon. These aircraft have no counterpart in the British service. They are small airships of the non-rigid type and their performance is low ; but they are said to be exceedingly useful for observation work of a kind which cannot well be done by ordinary aeroplanes.

The French Air Ministry itself is divided up so far as its duties are concerned in a manner which closely resembles that of the British Air Ministry. Under the Air Minister there come the Air Staff, the Directorates of personnel, of control, budget and legal affairs, of technical and

industrial affairs, of works and buildings, of civil aviation and of civilian personnel, and supply services for the central administration.

In the efficiency of its work the French *Armée de l'Air* is without superior; the training is extremely thorough and the human material is of the finest type. French pilots attain a high professional competence, and already in this war they have shown their skill and courage in the face of the enemy.

The French idea of air force work may still seem to some to be too closely allied to army co-operation; but as was mentioned at the beginning of this article, that is the outcome of the national tendency to think first of all of the army as the chief defence and source of strength. There can be no doubt, however, that the autonomous *Armée de l'Air* is capable of strong action in any way which may be called for. Its equipment has been rapidly improved during the past months and its size is also rapidly increasing. The partnership between the Royal Air Force and the *Armée de l'Air* is close and they are a formidable combination.



## ALSACE-LORRAINE IN 1914.

### PART II.

#### THE BATTLES OF MORHANGE AND NANCY

By BRIGADIER-GENERAL SIR J. E. EDMONDS, C.B., C.M.G.

ON the morning of the 20th, when the Germans moved to the attack, the two opposing sides were actually in contact near Sarrebourg. On the left, the advanced troops came into collision about 6.15 a.m. (German time). In the battle of Morhange the French Second Army, caught in front and flank, to use the words of the French official account, suffered "a serious check, the brutal stopping of the offensive and a general retirement which in a few hours took the Second Army back to the starting positions which it had occupied on the 14th." The First Army held its own and, "offered unexpected resistance to the Seventh Army," says the German Official History—but on the 21st—"in conformity with the instructions of the Commander-in-Chief, on account of the retreat of the Second Army, at 8 a.m., General Dubail issued orders for withdrawal." He had already sent back his trains.

On the German side the success was not at once recognized. The southern enveloping attack had obviously failed, and from the northern wing (IIIrd and IIInd Bavarian Corps) the reports were conflicting—the IIIrd Bavarian Corps, in fact, had not progressed much.<sup>1</sup> But it was grasped that there had been no "decisive" victory. When issuing orders for the 21st, the Sixth Army "could not yet perceive the final results of the day [20th]. In any case, Crown Prince Rupprecht expected further resistance from an enemy so well organized in depth." He reported to O.H.L. many thousand prisoners, numerous guns and machine guns taken, but he issued orders merely for the continuation of the attack. The usual evidences of retreat seen next day, equipment, arms and material left behind by the French, led the Germans to believe, as they did after the actions of Mons and Le Cateau, that the enemy was fleeing in a state of demoralization. In the evening, orders were issued for the "sharpest pursuit of the beaten enemy" to the Meurthe, with flank protection on the Nancy side, and the evening report spoke of a

<sup>1</sup> Mertz remarked in his diary: "The success would have been more marked had the IIIrd Bavarian got forward. . . . The Metz Main Reserve completely failed to do anything."

"complete retreat" of the enemy and "a complete victory," and by telephone O.H.L. was informed that the enemy was "in complete dissolution."

Some rear-guard fighting took place on the 22nd; Lunéville and the Donon were captured, even the Seventh Army made progress. In the evening report, Crown Prince Rupprecht, in regard to the French, made use of the words that the retirement was "of the nature of a flight, morally deeply shaken and with great losses." No orders having been received from O.H.L., on the afternoon of the 22nd Krafft enquired on the telephone what were the future plans. Colonel Hentsch replied that the matter had not yet been laid before Moltke, but he would ask. In five minutes he came back, and, to the great astonishment of Krafft, gave the answer, "Pursuit direction Epinal. There are still strong French forces hiding in the Vosges, they could be cut off." This was a personal conversation. At 9.30 p.m., after Colonel Tappen had been asked when the troops might have a short rest, came the official expression of future plans: "The driving of the enemy in a southern direction without delay, at the same time fending his Army away from Epinal is urgently desired."

The Sixth Army, it is stated, was prepared to protest against this plan, but it did not do so, although the right wing was already held fast in front of the Grand Couronné de Nancy, and the corps of the Seventh Army would be crowded and cramped in difficult country if it tried to swing in front of Epinal. A little earlier, at 8.30 p.m., operation orders for a wheel towards the Meurthe with the right of the Seventh Army directed South-West from Blamont had been sent out; they were allowed to stand. General Heeringen asked that he might first round up the French in the valley of the Vézouse (a short tributary of the Meurthe, which runs into it at Lunéville). This was agreed to. "The course of the 23rd was unsatisfactory in the highest degree" (Mertz). The Seventh Army advanced barely six miles. "The resistance of French rear guards, combined with the crowding of troops into the narrowest space, slowed up the advance." The Sixth Army did no better, "the Bavarian cavalry and 10th Ersatz Division remained in front of the Nancy defences"; that is, the right wing was up against the French permanent fortifications, whence the line ran roughly halfway between the frontier and the Meurthe to the right of the XIVth Reserve Corps near Schirmeck, with advanced parties of the IIInd Bavarian and XXIst Corps on the Meurthe near Lunéville. Preparation was made to bombard the barrier fort of Manonviller, which blocked the roads leading from the East on Lunéville.

## ORDERS BY CROWN PRINCE RUPPRECHT

In the evening, Crown Prince Rupprecht issued orders for the 24th. The important part was: "The Sixth and Seventh Armies, to-morrow (24th August), start (*antreten*) on the march in a southern direction. The enemy is to be attacked everywhere and prevented from retreating westward by driving him in a south-easterly direction." The report made at the same time to O.H.L. was equally optimistic and misleading: "Yesterday evening and this morning, enemy in front of XXIst and IInd Bavarian Corps beaten North of Lunéville. Lunéville in our hands. Enemy, part of the XVth and XVIth Corps completely demoralized. XXIst captured five guns, some colours and many prisoners. Intention for to-morrow, leaving a defensive group before Nancy, advance southwards, attack on enemy with endeavour to throw him back southwards and surround him." It was judged that "the French on the Alsace-Lorraine front were so weakened that in the next operation period no serious danger to the left flank of the German wheeling-front need any more be feared." Having fulfilled his task of guarding this front, Crown Prince Rupprecht intended to pursue as far as the Meurthe. This appreciation of the situation was hopelessly wrong and misleading, as the Reichsland troops were pushing into a "sack," held on both sides by the French; for on the 22nd General Joffre had ordered the Second Army to fall back on the Grand Couronné de Nancy and the Meurthe, and there reorganize, whilst any attack on it was to be taken in flank by the First Army, still holding on to the Vosges.

To this report, O.H.L. replied at 9 p.m.: "Excellency von Moltke informs you: the view here is that the French in consequence of general situation [Battle of Charleroi—French Fifth Army—begun on 21st, the French Fourth and Third Armies defeated in the Ardennes 22nd and 23rd, Mons fought on the 23rd] will withdraw this very night. Immediate start of the right wing of Army [blocked at Nancy] with every man fit to march till last breath is expended is obviously required (*geboten*); 100,000 to 120,000 men in the Vosges.<sup>1</sup> Only by immediate start can a really decisive success be obtained." This message was followed by another at 12.15 a.m. (24th): "In the view of O.H.L. a rapid taking up of the pursuit can be of decisive influence."

The question at Crown Prince Rupprecht's headquarters was, as on the previous night, "Decline or conform?" Mertz noted in his diary "the fellows in Coblenz [O.H.L.] have absolutely no idea of the actual

<sup>1</sup> The only French troops then in the Vosges belonged to the Army of Alsace (VIIth Corps and 5th Reserve Division), but as they were based on the fortress of Belfort, the surrounding of them was not probable.

conditions on our front, and of the enemy forces which are in front of us and on our right flank. Chief [of Staff] has grave doubts as to sending the II<sup>nd</sup> Bavarian Corps to the South over the Meurthe." In the end it was decided to set the troops in motion again as early as possible; their tired state and the fact that a number of destroyed bridges had to be repaired "compelled the abandonment of any idea of a night-march." It was only after much confusion and strenuous efforts of the staffs that the divisions were got on the march between 6 and 7 a.m. on the 24th. "The course of the 24th August from the very first advance of the troops showed that O.H.L. with its 'pursuit order' was under the influence of a quite false assumption." The Sixth Army met with "most determined resistance. . . . The Seventh Army also hardly moved forward after difficult fighting which lasted all day. The struggle is extremely exhausting and brings no results. . . . The whole operation is most unsatisfactory."

The Official History says truly: "The continuation of the pursuit on the 25th did not seem to offer any great prospects of success any longer." Krafft reported to O.H.L. on the 24th, according to the summary in the Official History:

"The enemy was certainly beaten and had suffered heavy losses, but strong fresh forces were still at his disposal so that a free field for a large-scale pursuit no longer lay in front of the two German Armies in Lorraine. On the contrary, the corps had to struggle forward slowly by unceasing fighting. The infantry was at the end of its powers; the cavalry corps had entirely broken down at the decisive moment, so that it had to be given rest." Then comes the astonishing part: "The cavalry divisions [this is not a mistranslation of 'divisional cavalry'] are being directed on Rambervillers (16 miles East of Charmes), and are to push westwards round Epinal, if necessary regardless of danger, in order to strike the enemy in the rear." The cavalry, which had hitherto failed to make any progress, was now to push through thickly wooded hilly country into the trap of the Trouée de Charmes. "All is now prepared," said the report, "to push the right wing of the Army in the direction Rambervillers—Bruyères [10 miles South of Rambervillers] as fast as possible. Nothing could be more desired by us than to succeed in surrounding the enemy in the Vosges. We also cherish the hope that at least we shall cut off large portions. If, contrary to expectation this does not succeed, it will not be the fault of the troops or the leaders."

O.H.L., on the receipt of this report, felt certain that even if the beaten enemy was not destroyed at least his forces in Alsace would, for certain, be detained there: "The more the enemy here also was worn

out and beaten, the more favourable must shape the pursuit by the German right wing, which was just beginning, and therefore the general situation." At 2.30 p.m., O.H.L. had asked the Sixth Army whether parts of the IIIrd Bavarian Corps and the 10th Ersatz Division could be sent through Metz to the assistance of the Fifth Army (German Crown Prince), which was in difficulties. Crown Prince Rupprecht, rather embarrassed, could offer only the Ersatz Division. No orders for the 25th came from O.H.L., so he directed the forward movement of both Armies southward, the dividing line being Rambervillers and southward. Krafft wrote in his diary: "In this situation the only thing we can do to assist the main operations is to hold the enemy fast. But he also holds us fast." Air reports on the evening of the 24th left no doubt that the French forces in front of the Seventh Army, or at least the greater part of them, had gradually withdrawn towards Epinal, and General von Heeringen was disinclined to venture his men into wooded country, where even large superiority in numbers was of little avail.

The Germans speak of being surprised on the 25th by the French counter-attack, mainly by the very heavy artillery fire. The operation had actually been set in motion on the previous afternoon. The French front ran, left to right: Second Army from North of and round Nancy to a little beyond Bayon on the Meuse; thence the First Army continued the line eastwards passing South of Baccarat to 10 miles North-East of St. Die, Rambervillers, to which the German cavalry was directed, being a corps headquarters. As it happened, the flank attack to be made by the French First Army struck the German front, and the badly shaken French Second Army, which might have fallen on the German flank, practically stood fast. In spite, therefore, of the French attack, the situation was little changed on the 25th, in fact altered little during the further course of the battle. At first a certain amount of panic occurred among the German troops (Krafft), two of the Ersatz divisions retired, and "South of the Meurthe also the French attack brought about a serious situation" (G.O.H.) in two corps. Near Lunéville trains and columns drove off in wild flight." It was said that "parts of particularly good marching columns reached Sarrebruck during the night of the 25th/26th." Whilst the French right and left was able to make a little progress, the centre (left of the First Army), between Bayon and Baccarat, having the weight of the Sixth Army opposed to it, had to yield ground. But the attack "had restored to the French the initiative lost on the 20th," and to all intents and purpose forced the Germans into the defensive. North and South of the Meurthe it had struck the most sensitive spot of the German Armies as they moved South, and it threatened their rear (G.O.H.). And, towards midday, came a telegram



from O.H.L. that the left of the Fifth Army had fallen back before a superior enemy. After a suggestion of retreat north-eastwards and a later wheel to the South made by his Chief of Staff, Crown Prince Rupprecht decided "on no account to withdraw," and to send all available parts of the Sixth and Seventh Armies to defend the flank of his group North of the Meurthe. To it were ordered the cavalry and an Ersatz division.

On the 26th, the day went more favourably than the Germans dared hope: "Again the French did not attack our weakest point. They will not send their infantry forward, and leave the action to the artillery. Against all expectation the northern wing of the Sixth Army nearly right down to Lunéville was left in peace." Except the IIInd Bavarian Corps, South of Lunéville, the Germans, on the defensive, held their own. But it was impossible to obey the O.H.L. direction: "Send forces northwards nearer Metz." The French were obviously trying to break through the IIInd Bavarian Corps to relieve Fort Manonviller; there was "a serious crisis, the corps suffered terribly," and help was summoned from both flanks, as the G.O.C. reported that his own troops would not be in a condition to resist a renewed serious attack. At 3.45 p.m., O.H.L. by telegram directed the Sixth Army to begin the bombardment of the French fortified position North-East of Nancy—but the Army staff conceived that no more than a demonstration could be meant—and at 8.50 p.m. by telephone agreed that "as the right flank was threatened, the pursuit might be abandoned." For the 27th, Crown Prince Rupprecht ordered his troops to defend the positions which they had reached, and, after consultation with the Seventh Army, the 28th Division of the XIVth Corps was sent off by road as assistance to the IIInd Bavarian Corps.

The 27th passed without any special incident; artillery fire was lively; but the French did not attack the right flank or renew the attack on the IIInd Bavarian Corps. General de Castelnau, in fact, gave his Army a rest day. Reserves reached the two danger spots, and the Sixth Army Staff, viewing the opportunity which had been missed, began to doubt whether the French had the numerical superiority which had been calculated. They were cheered by the news of "the defeat" of the British at Le Cateau and other victories of the 26th. In the afternoon Fort Manonviller surrendered, and Crown Prince Rupprecht reported to O.H.L. that the crisis had been overcome. He now decided, "whilst holding on to the position won, to give the Sixth and Seventh Armies several days' rest"; but later received a message from Lieutenant-Colonel Tappen that the next task of the two Armies would be to advance over the Moselle between Nancy and Epinal.

## GENERAL DIRECTIONS TO THE GERMAN ARMIES IN THE WEST.

On the 28th, the contact with the enemy, who nominally resumed the offensive, was too close, and the artillery fire too lively for much rest. During the afternoon arrived the O.H.L. "General Directions to the First-Seventh Armies for the further conduct of operations."<sup>1</sup> The right wing was to advance on Paris; the Fifth Army to be "responsible for the flank protection of the forces until the Sixth Army can take over this task West of the Meuse." As regards the forces in Lorraine, "the Sixth Army, with the Seventh Army and the IIIrd Cavalry Corps, in touch with Metz, has first to prevent an advance of the enemy into Upper Alsace and Lorraine. The fortress of Metz is placed under the Sixth Army. If the enemy retires, the Sixth Army, with the IIIrd Cavalry Corps, will cross the Moselle between Toul and Epinal, and take the general direction of Neufchâteau [which lies 25 miles West of the centre of a line between Toul and Epinal]. This Army will then be responsible for the left flank of the forces. Nancy and Toul are to be invested; Epinal to be masked by sufficient troops. In this case the Sixth Army will be reinforced by portions of the Seventh Army (XIVth and XVth Corps and one Ersatz division); but the 10th and 8th Ersatz Divisions will be handed over to the Fifth Army. The Seventh Army will then become independent.

"The Seventh Army will at first remain under the Sixth Army. If the latter crosses the Moselle, the Seventh Army will become independent. The fortress of Strasbourg and the Upper Rhine fortifications, with the troops in them, will remain under it. The Seventh Army will prevent an enemy break-through between Epinal and the Swiss frontier. It is recommended that strong defences should be constructed opposite Epinal, and from there to the mountains, also in the Rhine valley in connection with Neubreisach, and that the main strength should be kept behind the right wing. The XIVth and XVth Corps, as well as one of the Ersatz divisions will then be transferred to the Sixth Army."

The Sixth Army staff regarded this task assigned to them as impossible unless the enemy withdrew considerable forces from the Lorraine front. Crown Prince Rupprecht judged it mere waste of life to attempt to dash forward to the Meuse, which meant putting his Armies into a "sack" between the fortified areas of Toul and Epinal, until the right wing had made further progress. His orders for the 29th merely repeated those for the 28th; the Armies were to stand fast and rest. At the close of the day, also, the French regarded the battle as "virtually

<sup>1</sup> These are given in full in the *British Official History*, 1914, Volume I, p. 324-5.

at an end," so that until the 3rd September, when General Joffre began to withdraw troops westwards, little happened in the centre and on the left. During the 29th no signs of any withdrawal of the French was noticed, except in the East, where, pressed by attack, they fell back towards Epinal, so that the Germans occupied St. Die.

#### PREPARATIONS FOR THE ATTACK ON NANCY

On the 30th, on which day a renewed French attack against Lunéville was defeated, a curious incident occurred at Sixth Army headquarters. Whilst Crown Prince Rupprecht was absent visiting his troops, Major Bauer, Chief of the Section "Heavy Artillery and Fortresses" at O.H.L., arrived. Unlike another liaison officer, Colonel Hentsch, on the other flank, he did not mention that he had "full powers," but it seemed to be assumed that he spoke in the name of the C.G.S. He himself says that he was sent only "to talk matters over," for O.H.L., or part of it, feared that the Sixth Army would try to force its way through the Toul-Epinal gap, and this could not be undertaken until Toul had been captured. For this the troops and artillery material were insufficient. Bauer stated to Rupprecht's Chief of the Staff, "the right wing of the array is already well on, having made great marches. It is expected to have settled with the fortifications from La Fère to Reims very soon. Strong resistance is then expected behind the Marne, French left wing supported on Paris, the right on the eastern fortress front. The Sixth Army should therefore come through the gap between Toul and Epinal and bring about the decision." In the discussion which followed, Major Bauer laid stress on the necessity of capturing the *Position de Nancy*—for the bombardment of which orders had been given on the 26th—and of "the advantages and easy accomplishment of this attack"; he placed the artillery of the fortresses of Metz and Strasbourg at the disposal of Crown Prince Rupprecht; so that the Sixth Army Staff were left in no doubt that O.H.L. wished the attack to be carried out immediately. That evening, orders were issued for the operation and the bringing up of the great mass of artillery thus made available; the preparations for an eventual break-through between Toul and Epinal were gladly allowed to drop into the background; for the Nancy attack not only presented no risks, but also served to protect the right exposed flank.

The 31st was uneventful; the Germans could detect no movements behind the French front. For the attack on the Nancy defences not only guns, but artillerymen and reserves were required; so Major von Xylander was despatched from Sixth Army headquarters at Dieuze to

O.H.L. at Luxembourg, about sixty miles away, to try and obtain the Foot Artillery Reserve and the mobile reserve of the Fortress of Metz (the latter being with the Fifth Army on the East side of Verdun), and to settle other matters. At O.H.L., Xylander found another voice, General von Stein, the Deputy C.G.S. and Colonel Tappen, who spoke "in blunt opposition to what Major Bauer had said on the previous day about Nancy."<sup>1</sup> Bauer, however, continued to remain at O.H.L. throughout the war and was one of Ludendorff's most trusted emissaries.

#### ORDERS TO THE SIXTH GERMAN ARMY

The following orders, according to G.O.H., were dictated to Xylander :

" 1. The mobile reserve and foot artillery reserve of Metz are not at the disposal of the Sixth Army.

" 2. The Sixth Army can retain the Ersatz divisions.

" 3. From Mainz are coming a whole 10-cm. gun battalion, and half a heavy field howitzer battalion, all horsed.

" 4. Whatever happens, the Army must keep touch with Metz.

" 5. Whatever happens, the enemy in front of the Sixth Army must be held fast and in a strength which corresponds to about the strength of the Sixth and Seventh Armies.

" 6. The attack on the *Position de Nancy* as first and simultaneous (*sic*) is not required. The Army must be so strongly protected against the *Position de Nancy* that the enemy cannot drive in the right wing, and that touch with Metz does not become lost."

The next item caused the Sixth Army a great deal of thought.

" 7. If the Sixth Army is of opinion that this attack across the Upper Moselle is not likely to be rapidly successful, it must be considered whether it would not be best to withdraw a part of the Army from the positions it has reached and employ it in a northern direction beyond Metz in touch with the Fifth Army. The remainder of the Sixth and Seventh Armies would then naturally be withdrawn later. As regards this, it should be carefully considered whether such a withdrawal would not occasion too great a strain on the morale of the troops."

This last proviso obviously upset the suggestion to send troops North of Metz.

When these instructions were placed before Crown Prince Rupprecht he decided to let his orders stand for the bringing up of the heavy artillery for the attack at the *Position de Nancy*. There appeared no necessity to

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<sup>1</sup> A footnote to G.O.H. states that Bauer overstepped his functions.

do anything more to hold the enemy fast unless he himself began to withdraw or transfer troops. In any case, said the Crown Prince, in view of the troops requiring rest, nothing could be done before the 2nd September.

The following report was drawn up at Sixth Army headquarters on the 31st August and despatched to O.H.L.: "The Army has not yet been able to ascertain for certain that the enemy on its front is withdrawing either by road or by rail. This very day, airmen found there were considerable forces in front of the IInd Bavarian and XXIst Corps, as well as near Bruyères. The G.O.C. therefore considers the time has not arrived when the advance to the Moselle must be begun in order to hold fast the enemy a little longer. This condition of affairs will also perhaps offer opportunity to give the troops the rest they so very much need. The advance to the Moselle cannot therefore begin with the leading troops at the earliest before the 2nd September. In this connection it must be observed that on account of the strong flank protection required, only three weak corps (each with an attached mortar battalion and a 10-cm. battery) can be sent in first line against the Moselle. The bombardment of the front defences of the *Position de Nancy* can begin about simultaneously with the advance to the Moselle. The arrangements for bringing up the heavy artillery necessary for the purpose have already been made. The beginning of this attack can take place as soon as the guns and ammunition are ready in position. The G.O.C. is not disposed on general principles to cancel these arrangements, and on grounds of morale, after the Army has been so long in close contact with the enemy, to order it to retire in order to undertake another operation. Up to now it is pretty well certain that an enemy stronger than the Sixth Army has been held fast,<sup>1</sup> and the G.O.C. hopes, in spite of the weakened condition of the Army, to hold him fast a little longer, because the conditions on the enemy's side are hardly more favourable than they are with us, and he can hardly be in a situation to engage considerable fresh forces against the Sixth Army. On this account the G.O.C. regards the attack across the Moselle between Nancy and Epinal as by no means without prospect of success."

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<sup>1</sup> The opposing French Armies were estimated by O.H.L. at thirteen corps (*G.O.H.*, p. 292); by the Sixth Army at this time at seven corps and five Reserve divisions. This latter was practically correct, except instead of five Reserve divisions there were 2 regular divisions and 3 Reserve, plus the Vosges Detachment of 1 division, 1 mixed brigade and 5 Alpine battalions, say 21 divisions, but Joffre was in the act of withdrawing two corps and one division. Rupprecht's troops were 8 corps, 1 division, 5 Ersatz divisions, 2 Landwehr brigades and the mobile troops at Strasbourg, say 24 divisions.



From this report, it seemed to O.H.L. that the co-operation of the Sixth Army in the general operations of the forces on the Western Front, to envelop the French eastern flank, in accordance with the hopes expressed in the directive of the 27th August, was hardly to be expected for some time. The Sixth Army was about to engage in fortress warfare, but O.H.L. gave no order to the contrary. Hopes seemed to have been placed on the *Position de Nancy* falling rapidly in 24 hours, like the isolated Fort Manonviller. There were better chances than the Germans knew, for the Grand Couronné was manned merely by a group of Reserve divisions.<sup>1</sup>

On the return of Major Xylander from O.H.L. on the night of the 31st August/1st September, he stated that the impression prevailed there that the French had already withdrawn troops from the front of the Sixth and Seventh Armies, and General von Moltke wished that these Armies should without fail prevent further withdrawals. Although Crown Prince Rupprecht did not consider that the enemy forces had been weakened in any essential degree, he ordered an advance on the whole front for 4 a.m. on the 2nd September. As the troops were both tired out and unready and the enemy as strong as ever, three corps commanders protested by telephone, and two came in to make a personal protest, saying that the order meant "out of the frying pan, into the fire," and movement was postponed to the 3rd. On account of the proximity of the fortress of Epinal, General von Heeringen (Seventh Army) ordered the railway Moyemont (9 miles West of Rambervillers)—Rambervillers—Bruyères, against which he intended to advance, should not be crossed. For the protection of his southern flank he detailed the 19th Ersatz, Bavarian Ersatz and 30th Reserve Divisions, with General Gaede's local Landwehr.

During the 1st September, the French were more active and no signs of any reduction of their forces were noted. In view of the protests of the corps commanders and the small prospects of success of an attack between Toul and Epinal, Major-General von Krafft and Major Mertz motored at 7.15 a.m. to Luxembourg, which they reached via Metz in three hours, to thresh out the matter with O.H.L. Colonel Tappen, who received them, told them that the situation in the West was very favourable—the evening report was "the enemy is fleeing before the Second, Third and Fourth Armies. The Fifth Army is halted. The First Army (Kluck), contrary to the directives of O.H.L., has wheeled over the Oise to the South"—and that the business of the Sixth and Seventh Armies was to

<sup>1</sup> From Lunéville to abreast of the centre of Nancy the XXth Corps (2 divisions), thence northwards, the 2nd Group of Reserve Divisions (4 divisions), with 1 cavalry division in reserve.

"hold fast. We should, on no account, expose the Armies to a check. Systematic advance on Nancy and South of the Meurthe." General von Moltke then appeared; he acknowledged the services of the Sixth and Seventh Armies and their tactical and strategic difficulties, and asked them to "hold out and, if possible, push on systematically . . . but prepare the attacks very thoroughly with artillery." Then the Q.M.G. (D.C.G.S.) appeared and concurred. Finally, Lieutenant-Colonel Hentsch (Intelligence) told them that they had only 13½ divisions opposing them. Not a word was said about withdrawing troops from Lorraine for operations elsewhere. The Bavarian plenipotentiary told the two emissaries that "on Sunday, in complete misunderstanding of our situation, O.H.L. had become visibly nervous, and wanted to drive us forward. It might have ended in a check. Now everybody is delighted that we did nothing. A defeat would have been terrible." Krafft and Mertz left highly satisfied; "we can now work in quiet and do so, it is to be hoped, with time for rest." The only disagreeable factor was that other Armies would gather all the laurels.

The orders for attack on the 3rd were cancelled; the Sixth Army continued its preparations in comparative quiet, but the Seventh endeavoured, without success, to fight its way out of the wooded zone, and, as the Sixth Army staff suspected, manœuvred southwards, "nominally to clear away any of the enemy who threatened its flank, but actually in order to emancipate itself from us." It was recalled by Crown Prince Rupprecht to its western direction. Except that a number of trains, some stationary, some in movement, were seen by airmen near Epinal, no signs of a French withdrawal of any kind was noticed, yet the XVth and XXIst Corps and the 14th Division had been pulled out on the preceding day and were on their way to the Battle of the Marne.

For the 4th September, Crown Prince Rupprecht ordered the Seventh Army to continue its fight to debouch from the wooded zone, and began an attack on Rambervillers, its capture being an indispensable preliminary to an advance to the Meuse; if the Sixth Army had completed its preparation, it would begin its advance during the evening of the 4th. The Metz mobile reserve (33rd Reserve Division) was to move down the western bank of the Moselle. Little happened; General von Heeringen personally reported that his "Army is not getting forward, is fast nailed to the enemy position Bru—St. Benoit [both near Rambervillers]. XVth Corps will not be able to make exit [from the wooded zone] at St. Benoit [as it could not get any artillery support in the wooded zone]." The movement of the Metz mobile reserve was postponed to the 5th.

But reports from parts of the Sixth Army front seemed to indicate that the French might be withdrawing. At midday the Sixth Army

reported to O.H.L. : " In front of the right wing of the Sixth Army the enemy has evacuated the forward position, the right wing will follow, the left wing will also advance, but only slowly. As regards the French main position there is no certainty, but in front of the Sixth Army enemy is said to be strong." Then in the evening came reports—from an agent—of the rail movement of two French corps from Nancy in the direction of Epernay. The advance of three corps on the right of the Sixth Army then began ; they were to go as far as the French artillery protection position. They ran into heavy artillery fire, which continued all night. They had serious casualties, and did not break through the French outpost line. Mertz records " great losses ; unfortunately also through our own fire in the dark. The Bavarian Reserve Corps has again lost 2,000 men. If we go on this way, when we reach the Moselle we shall not have any men left."

On the 5th, on the morning of which day the orders—drawn up during the previous night in consequence of alarm about the appearance of large French forces in the West—for the First and Second Armies to face Paris, reached these formations, the bombardment of the *Position de Nancy* was opened. The troops opposite it closed in a little and the mobile reserve of Metz moved out West of the Meuse ; but elsewhere no progress was made, and reports seemed to show that the French line was as strong as ever, although railway traffic at Epinal was said to be lively. At midday, Colonel Tappen telephoned from O.H.L. that one corps each would be taken from the Sixth and Seventh Armies for employment in Belgium, even if Crown Prince Rupprecht protested, as strong forces of British, French and Belgians were advancing for the relief of Antwerp and against the rearward communications of the German Armies. At 2 p.m. the Kaiser appeared at Sixth Army headquarters : " Strange that His Majesty knows nothing about our giving up two corps. Soon after came the written order of O.H.L. ' His Majesty orders,' etc."

Crown Prince Rupprecht declared that he could spare nothing except the 7th Cavalry Division for several days ; but General von Heeringen, obviously anxious to leave Lorraine, was quite prepared to spare the XVth Corps, and O.H.L. then ordered the Seventh Army staff, the XVth Corps and 7th Cavalry Division to be sent at once, and a corps of the Sixth Army to follow two days later. " The task of the Sixth and Seventh Armies for the moment remains the holding fast of the enemy on their front. As soon as possible they are to advance to attack against the Moselle between Toul and Epinal, with protection against those two fortresses," whilst the Fourth and Fifth Armies were to move southwards to help their passage. His troops being reduced by two corps, whilst at the same time the greatest economy in expenditure of ammunition,

especially super-heavy shell, was demanded, Crown Prince Rupprecht considered that the possibility of obeying the orders to carry out the attack, which even with larger forces he had tried to evade, was doubtful.

For the 6th, he ordered that the advance against the *Position de Nancy* should depend upon the effect of the heavy artillery fire; troops of the Sixth Army South of the Meurthe were to stand fast unless the enemy retired. General von Heeringen ordered the XVth Corps, then near Raon l'Etape to begin withdrawal during the night of the 5th/6th, the XIVth and XIVth Reserve Corps, on either side of it, apparently spreading out to take its place; by Crown Prince Rupprecht's wish, the XIVth Corps was to continue the attack against the Rambervillers position.

#### THE ATTACK ON THE POSITION DE NANCY

No progress was made on the 6th. After dark, troops from the southern front of Metz made an attack East of the Meuse against Ste. Geneviève hill, at the northern end of the *Position de Nancy*, near Pont à Mousson. The night attack failed disastrously, and the Germans withdrew to their starting point; but, by a misunderstanding, the French then evacuated the hill. General de Castelnau (Second Army), shaken by this news and by that of the death of one of his sons, had had orders for retirement to the inner line of defences of Nancy prepared by his Chief of the Staff, General Anthoine. But retreat was forbidden by General Joffre.<sup>1</sup>

During the evening Lieutenant-General Sieger, Director of the Field Ammunition Supply, appeared at Dieuze to enquire whether heavy guns, and particularly super-heavy ammunition could be spared for the capture of the Meuse forts (Verdun) by the Fifth Army, for the siege of Antwerp, and, later, the siege of Paris. If much more ammunition was wasted, he said, "we shall be powerless in front of the French fortresses." He suggested the abandonment of the attack on Nancy, the last hope which the Armies in the Reichsland had of a tangible success. After the heavy losses sustained, this, it was pointed out to him, would mean a serious moral defeat. Crown Prince Rupprecht declined to obey unless he received a definite order, and threatened to appeal personally to O.H.L. The suggestion was dropped.

<sup>1</sup> General Dubail (First Army) in his "*Quatre années de Commandement*," Vol. I, p. 99, states, that, hearing "nasty rumours" of a retirement, he sent a liaison officer to General de Castelnau, who persuaded the latter to postpone retirement for a few hours.

In spite of the reduced quantity of German heavy gun ammunition, the 7th proved one of the hardest days for the French Second Army. The IIIrd Bavarian Corps, pressing on near the Nancy—Château Salins road, captured a village and ridge (Champeroux) and drove back the French 68th Reserve Division to the foot of the *Position de Nancy*. The Ersatz Corps, on the right (North) failed, however, and the ground was recovered.<sup>1</sup> The G.O.H. remarks that "the main resistance came from the clever placing and constant changes of position of the French artillery." The German losses were "considerable." Crown Prince Rupprecht, summoned by O.H.L. to name the corps he must detach and entrain on the 10th, selected the Ist Bavarian (North-East of Raon l'Etape), because it had a narrow front and could be withdrawn unnoticed; the XXIst and XIVth Corps were to close in to fill its place.

On the 8th, the Germans continued the attack on the *Position de Nancy*, but made no appreciable progress, in fact by an early morning attack of the Group of Reserve divisions, lost ground. Elsewhere there was stalemate. Informed about midday that six trainloads of heavy ammunition must be given up at once, Crown Prince Rupprecht himself proceeded to O.H.L., where he had an unsatisfactory interview with General von Moltke.<sup>2</sup> The Battle of the Marne was not going well; the Fifth, Fourth, Third and Second Armies had encountered strong opposition, and the two latter would probably have to retire; the First (Kluck) had been struck in flank, "its troops were completely exhausted, and urgently required rest, and so far no reinforcement drafts had been able to reach it." Moltke said the attack against Nancy might be continued under the condition that the heavy artillery was released in six or seven days and one mortar battalion despatched at once to the Fifth Army. As the line South of the Meurthe would be thin in consequence of the removal of two corps, Moltke, after speaking mysteriously of "another employment," suggested that a good position in rear should be selected and entrenched, for which purpose he would provide labour battalions. The Crown Prince said it would be better to go back to the old frontier line. He left with the impression that the role of the Sixth Army was now strictly defensive.

#### FAILURE OF THE GERMAN ATTACK

To Rupprecht's astonishment, when he arrived back at Dieuze in the early morning of the 9th, he found new instructions brought by hand at 4 p.m. from O.H.L. by Major von Redern, sent off half an hour

<sup>1</sup> General de Castelnau managed to comb out a reserve of 8 battalions, and was then able to regard the situation with more equanimity.

<sup>2</sup> It is recorded at length in his "*Mein Kriegstagebuch*," Vol. I, pp. 103-7.



before the Prince had started for Luxembourg. These instructions were : " Sixth Army was to shake clear of the enemy ; during the withdrawal all its active corps should, if possible, be made ready for railway transport to the North, whilst the Ersatz, Reserve and Landwehr troops should hinder the enemy from advancing into Alsace-Lorraine by occupying fortified positions in connection with Metz and Strasbourg. Upper Alsace could be evacuated, after holding the passes of the Vosges as long as possible ; but the Rhine line, which could be guarded by small forces, should be held." The Crown Prince at once enquired by telephone whether he was to obey these written orders or the verbal ones which he had received at O.H.L. He was informed that the written ones held good, but the operations already begun against the advanced positions (*Vorposition*) should be continued as long as the economy was observed with regard to ammunition. The bombardment had already been delayed on account of an order brought by Major Redern forbidding the further use of heavy ammunition.

At 10 a.m. on the 9th, the last day of the Battle of the Marne, the Chiefs of the Staffs of the three German corps which were attacking the *Position de Nancy* met in conference. Two of them " spoke decidedly against continuing the enterprise, as it was costing colossal sacrifices. The third said that it would come off if time were allowed. The decision was that the thing should be abandoned." Crown Prince Rupprecht agreed with this conclusion. Independently O.H.L. did the same. At 1.20 p.m. came by telephone the order : " His Majesty orders : the attack against the advanced *Position de Nancy* is not to be carried through. It is most important to make available all parts of the Sixth Army which can possibly be spared for employment elsewhere. Preparations to occupy a rear defensive position are to be made at once." Under cover of a few sporadic attacks and on the 10th the bombardment of the town of Nancy, a real waste of ammunition and merely the sign of baffled rage, the Germans drew off to the positions from which they had started on the 17th August.

The losses up to the 14th September of the Bavarian troops alone (that is excluding the XIVth, XIVth Reserve and XVth Corps, the 30th Reserve Division, which were Badenërs, the three cavalry divisions and the Ersatz division—less three Bavarian brigades), were, according to the Bavarian *Reichsarchiv*, in round figures 17,000 killed and 49,000 wounded, out of 300,000, that is " 20 to 25 per cent. of the ration strength." The 3rd Bavarian Division lost 7,700. The campaign had been planned in peace time down to the last detail—three days were allowed for the capture of Nancy—but, as so often happened, all did not go according to plan because the Great German General Staff overlooked

not only the difficulties of the ground, but the resistance of the enemy, and their own incapacity to run a machine when it had steam up and was in motion.

## APPENDIX A

GERMAN AND FRENCH ORDERS OF BATTLE  
THE GERMAN ARMIES IN THE REICHSLAND  
(Under G.O.C. Sixth Army)

## SIXTH ARMY

(General-Colonel Crown Prince Rupprecht of Bavaria; Chief of General Staff,  
Major-General Krafft von Dellmensingen)

## ARMY TROOPS

*Foot Artillery*: 24 8-inch howitzers; 4 12-inch howitzers; 2 16-inch howitzers.

*Engineers*: 12 companies.

*Air Forces*: No. 5 Flight.

XXIst Corps<sup>1</sup>

(General Fritz von Below).

Ist Bavarian Corps

(General Ritter von Xylander).

IIInd Bavarian Corps

(General Ritter von Martini).

IIIrd Bavarian Corps

(General Freiherr von Gebattel).

Ist Bavarian Reserve Corps

(General Ritter von Fasbender).

5th Bavarian Reserve Division.

5th Bavarian Mixed Landwehr Brigade.

## SEVENTH ARMY

(General-Colonel von Heeringen; Chief of General Staff, Lieutenant-General  
von Hänisch)

## ARMY TROOPS

*Air Forces*: No. 26 Flight.

XIVth Corps

(General Freiheer von Hoiningen).

XVth Corps

(General von Deimling).

XIVth Reserve Corps

(General von Schubert).

60th Mixed Landwehr Brigade.

## LOCAL TROOPS

55th, 1st and 2nd Bavarian Mixed Landwehr Brigades, and 110th Landwehr  
Regiment (3 battalions, 1 squadron, 18 guns).

## REINFORCEMENTS

Heavy artillery from Metz and Strasbourg; Mobile reserve of Metz, 33rd Reserve  
Division (16 battalions, 2 squadrons and 80 guns).

Mobile reserve of Strasbourg, 30th Reserve Division (17 battalions, 3 squadrons,  
48 guns).

Ersatz Divisions: Guard, 4th, 8th, 10th, 10th Bavarian.

IIIrd Cavalry Corps (General Ritter von Frommel).

7th Cavalry Division

8th Cavalry Division

Bavarian Cavalry Division.

<sup>1</sup> All corps were of two divisions. As the divisions are not mentioned in the narrative, it is unnecessary to give their numbers.

## THE FRENCH ARMIES ON THE EASTERN WING

## FIRST ARMY

(General Dubail ; Chief of the Staff, General Demange).

VIIth Corps (General Vautier). Detached on 10th August as Armée d'Alsace ; on 25th August left for Paris, leaving 41st Division behind.

VIIIth Corps (General de Castelli).

XIIIth Corps (General Alix).

XIVth Corps (General Baret).

XXIst Corps (General Legrand).

44th Division.<sup>1</sup>

1st Group of Reserve Divisions (General Archinard), 58th, 63rd and 66th Reserve Divisions.

Cavalry Corps Conneau (until 26th August), then 8th Cavalry Division.

## SECOND ARMY

(General de Castelnau ; Chief of the Staff, General Anthoine)

IXth Corps (General Dubois), sent on the 19th to Fourth Army.

XVth Corps (General Espinasse), sent on 3rd September to Third Army.

XVIth Corps (General Taverna).

XVIIIth Corps (General de Mas-Latrie), sent on 18th August to Fifth Army.

XXth Corps (General Foch, from 29th August, General Balfourier).

2nd Group of Reserve Divisions (General Léon Durand), 59th, 68th and 70th Reserve Divisions.

## GARRISON MOBILE TROOPS

57th Reserve Division Belfort.

71st Reserve Division Epinal

73rd Reserve Division Toul.

54th Reserve Division { From Armées des Alpes to

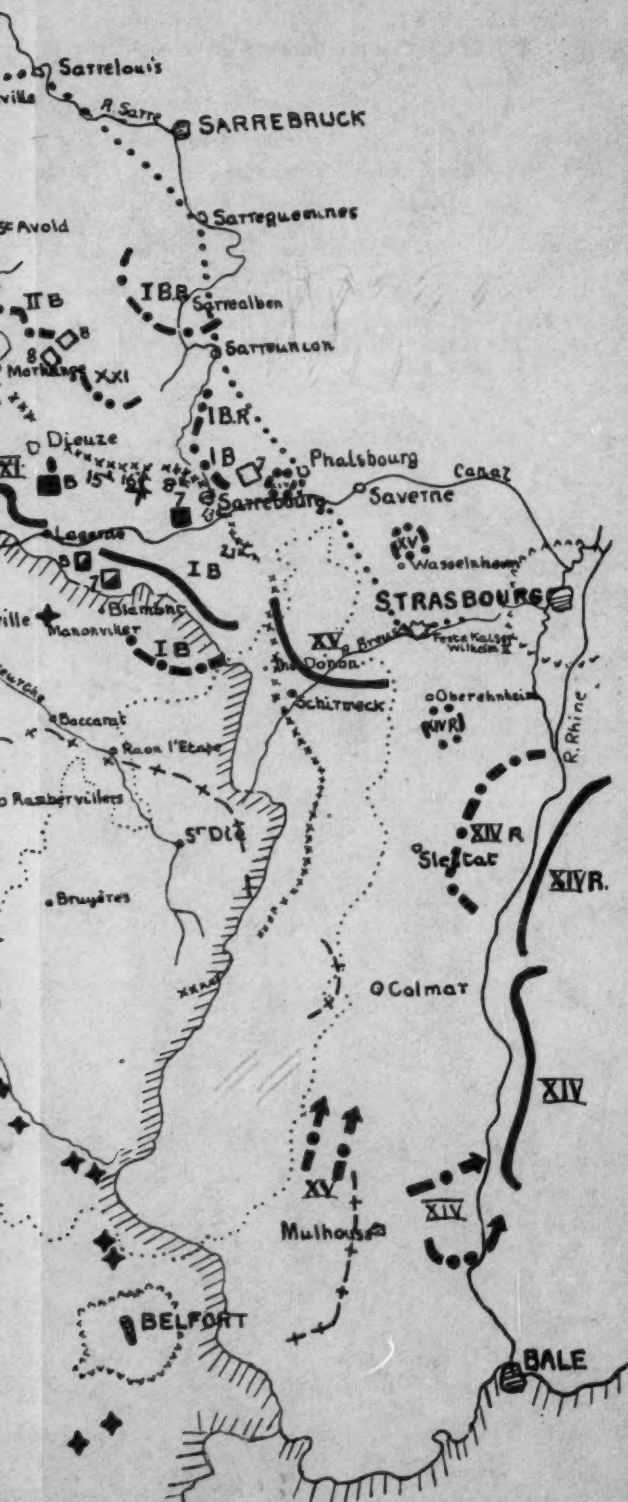
64th Reserve Division { Second Army, 19th August.

<sup>1</sup> The 44th Division was mobilized as an independent division for the Armée des Alpes. It was on the 15th August sent to the Armée d'Alsace, and on the 22nd to the First Army).











## AERIAL PHOTOGRAPHY IN THE PRESENT WAR

**T**HE cameras used by the Royal Air Force in this war are much simpler to operate than those of twenty-five years ago; they also give results with much greater precision. The miniature camera of the 35 m.m. type, which can be slung round the neck and used without interfering with the operator's other duties, has also had considerable success.

With some of the old camera mountings, exact levelling was not always possible and level occasionally had to be assumed, so that in certain instances the photographs brought back were far from being vertical and the axis of the lens altered with the trim of the aircraft. Two distinct types of camera were also required, one for vertical photographs and the other for oblique. To-day the camera used for taking verticals can also be used for obliques.

The superiority of films over the old-fashioned plates need hardly be stressed. In the last war a big job meant a stock of half-a-dozen magazines, each of which held over eighteen plates, and there was always the risk of passing over a magazine a second time, when the inverted metal sheets would jam and could only be cleared by unshipping the camera and shaking the plates back into the box. The magazine of the standard camera now in use holds enough film for 125 exposures five inches square, and is very little bigger than one of the old magazines. To load the film into the magazine is a matter of seconds. In the old days, a long time was required for the laborious business of first unpacking plates and loading them one by one into sheaths, and then putting the sheaths into magazines.

The camera itself is strongly made. The body, magazine and lens cone are all of metal. A glass register or pressure glass is fixed at the focal plane, and a pressure pad in the magazine holds the film flat during exposure. The lenses are all fitted with iris diaphragms, the operating lever of which projects through a slot in the lens cone. The cone is marked with the stop aperture numbers. The mechanism to release and re-set the shutter and wind the film in the magazine is housed in the gearbox, and attached to the gearbox is a small instrument panel mounted with either a counter or a watch. The image of the instrument, which is illuminated at the time of exposure, is transmitted to the film by means of a prism and a small lens. Thus each exposure is given a consecutive identification mark, either a serial number or a time mark. Each of

these camera parts is a separate unit and can be readily detached and exchanged at the squadron equipment store when no longer serviceable.

The camera is worked either electrically or by hand. With electrical control the time interval is set on a dial, and the camera has only to be switched on to take photographs at the pre-determined intervals. With modern equipment even hand operation is simple. Exposure is made by trigger release, and five turns of the gearbox handle takes up the film and resets the shutter ready for the next exposure.

Aircraft crews are taught to work the camera by the squadron photographic instructor, but the installation of the apparatus in the aircraft is always supervised by a qualified photographer, who also tells the camera operator what to do in case weather conditions necessitate changes in shutter speed or lens aperture setting.

When the aircraft returns from reconnaissance the magazines are at once handed over to the photographic section, together with the photographic reconnaissance report, which gives particulars of weather conditions and exposures on the flight.

In these days, mosaic-making—building up a large picture from several small ones—is seldom done. Mosaics are still produced, but they are submitted in loose-leaf form. The runs are lettered and the prints numbered, so that the mosaic can either be assembled for examination as a whole if required or single prints can be examined separately. Any two consecutive prints can also be examined through the stereoscope. "Stereo pairs" are now regularly taken, and this replaces "pin-pointing."

It will be seen that nowadays very little is left to chance in air photography. In order to secure precision, calculators are provided that facilitate the working out of scales, the amount of ground covered by various lenses at various heights, and the number of exposures needed for a given job.

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## IS MOBILE WARFARE IN THE WEST A MYTH?

BY CAPTAIN J. M. LIND, The Cameronians.

**I**T seems a great pity that such a thought-provoking article as that published by "F.S.B." under the heading "Modern Warfare—Mobile or Missile," in last November's issue of the JOURNAL, should have been printed so much at the eleventh hour. Now the die has been cast and our army organization has gone irrevocably far for such revolutionary heresy as to say that the tank is of little or no value in warfare. Since this article was written, however, there is no doubt that the Germans have demonstrated the potentialities of this type of organization in no uncertain fashion. The Polish campaign was immensely successful, but a more favourable theatre of operations could hardly have been conceived. Open plains, open flanks, favourable weather; all made the use of fast hard-hitting forces a comparatively simple problem: Such opportunities are not likely to occur often. One can think of other possible theatres of war where they might occur, but nobody can say that the Russian mechanized forces had an easy passage during the recent campaign in Finland. Far less can one visualise it in the present theatre of operations. The very magnitude of the effort made by big European powers at war precludes the possibility of turning the flanks of divided forces as was done in Poland; whilst the money and labour available make the digging of elaborate defences inevitable. An entirely different type of warfare is therefore bound to occur in the clash of Great Powers compared to that when smaller powers are concerned, and it is proposed to examine the whole question from this point of view. "F.S.B." also had this form of warfare in mind, and one of his points was that, though it may be possible for the tank to reach the enemy defence, it is then in hardly any better position to overcome his resistance than it was before; in fact, tanks are of no use as an assaulting arm. This seems difficult to refute. Though knowing little about bull-fighting, the analogy of the *torreador* immediately occurs. One of these gentlemen has to face the charging monster with two darts in his hands and when only a few feet from the beast, avoids it with a scarcely perceptible movement whilst placing a dart in either shoulder of the bull. True a tank can turn far faster than a bull, but it is equally blind and not much less clumsy.



## THE PROBLEM OF THE ASSAULT

This, however, is not "F.S.B's" main argument. He maintains that the artillery is the main assaulting arm while the other arms are supporting arms; it is the artillery who assault and the infantry who take over the ground won. But surely the answer to this argument lies in the Maginot and Siegfried lines, consisting of elaborate defensive systems of steel and concrete, and shelters so deep that men may survive the most accurate and heavy bombardments. There is no doubt that bombardment may be so accurate and so heavy as to drive the defenders deep underground, destroy most of their fire positions and make passable any obstacle erected by them; but so long as these defenders are untouched by the effects of the bombardment, either morally or physically, the last resort must inevitably be to cold steel or its equivalent. Who, then, is going to assault? The infantry scaled the walls of the Norman castles, the infantry stormed the breach at Badajoz, and there seems little doubt that, if ever it has to be stormed, the infantry will storm the Siegfried line.

But, if the infantry have to assault in these circumstances, will they ever reach the enemy lines? There is no conceivable way of overcoming the time-lag between the lifting of the artillery for safety purposes and the arrival of the assaulting arm; so we seem to be back at the old problem of the Great War—who will arrive first on the fire positions of the defenders, the assaulting troops or the defenders themselves with their deadly automatics. An athlete trained to the minute and stripped for action may break 10 seconds over 100 yards, and such a man might win this vital race, having regard to the fact that modern artillery will force the defenders very deep into the earth; but such conditions are hardly practical politics for the battlefield! The assaulting troops, if infantry, therefore, are bound to lose the race no matter how lightly armed, and the automatics will be manned in time. What then is the answer?

## INFANTRY VEHICLES AND ARMAMENT.

Obviously the answer is that the man must move faster than he can run—and the tank will carry him faster; but, as we have seen, he must be an infantryman on his two feet to be able to win the ground bombarded. He must therefore be carried in a vehicle capable of moving fast over very bad ground, and from which it is possible to dismount easily. In such vehicles the infantry would have a far more sporting chance of reaching their objectives soon enough after the lifting of the artillery to be able to deal on more equal terms with the defenders.

But the question of armament now arises—what is needed for such fighting? Certainly not the rifle and bayonet—no more clumsy weapon for this infighting could possibly be imagined; and since the rifle seems to have been so largely superseded in defence by the automatic, it would not be sorely missed in any circumstances except for use in such specialist work as sniping. Incidentally, also, it is invariably in the way when taking rapid defensive measures with both hands against any form of chemical warfare. Far more handy, and almost as useful in nearly all circumstances would be a good sized automatic pistol. Hand grenades are obviously essential in storming modern defences and each man should be armed with these. Lastly—the “cold steel”—a short stout sword carried in a sheath would be extremely useful. Such an armament, moreover, would prove excellent in that most vital of all infantry work in position warfare—patrolling. A rifle is a most clumsy weapon for this form of work and of little real value—particularly in the dark.

#### SUPPORTING ARMS

Again such results as were obtained by the Canadian Corps at Mount Houy require an extremely high standard of artillery training which may not always be possible even with the best gunners in the world. After all they were obtained by gunners with a very considerable amount of actual war experience; so the question arises as to whether the infantry can, after all, get in amongst the enemy without excessive casualties. The tank was made necessary in the last war by uncut wire and undestroyed machine-gun nests which could not be dealt with by the artillery because they were too close to the attacking troops for safety. Such conditions may easily arise again. Have we the requisite type of tank to give really close support to the infantry?

“F.S.B.” rightly points out that accuracy of fire is quite impossible from a moving platform, and the anti-tank gun has reached such a pitch of efficiency that the tank, in its present form, must keep moving or die. The French, however, seem to be on the right lines in building the monster tanks seen at the beginning of the war. Knowing little of mechanics and the capabilities of tank design, one can only set an ideal; but such an ideal would seem to be a tank so heavily armoured as to be able to withstand any weapon which may get an opportunity to fire direct at it.

Two of the major problems of modern war have always been: (a) to keep up support once the attack has outrun the range of artillery; and (b) how to deal with the artillery target situated amongst the assaulting infantry. A machine impervious to attack could find its target and stop and engage it from a steady platform with accurate fire; it would not

be an assaulting arm in the way conjured up by the French word *Char d'assaut*—it would be a supporting arm in exactly the same way that the artillery is a supporting arm. Close co-operation between such machines and the assaulting troops might resemble the action of a sportsman with a 12-bore gun and a pack of eager terriers dealing with a dangerous badger's earth. Movement would obviously be terribly slow and laboured, but the attack is bound to be slow and laboured except for the vital dash across "no-man's land." This warfare is siege warfare pure and simple, while the liberal use of the delay-action mine and the "booby-trap" is bound to make it slower than ever.

#### CONCLUSION

It is really high time that we looked realities in the face. If the present conflict spreads, as it seems bound to do, there are many theatres of warfare which can be visualized as possibilities for which our present organization with rifles and light tanks is admirably suited. But, as in the last war, the Western front will always remain the main theatre of operations and conditions there will rarely move from static. So long as there are huge labour corps available to dig further positions in rear whilst the battle rages in front; and whilst the delaying power of modern means of warfare are so great, "mobile operations" as such can *never* come into being. And, indeed, modern cavalry launched to exploit success are as likely to be mown down by the anti-tank guns of this war, as their predecessors were by the automatics of the last. As the German people are not likely to give way whilst their army is still in being, we must arm and train at least a proportion of our armies for this type of warfare. Sooner or later the time is almost bound to come when we will have to tackle the "Western Wall" and the defences behind it; and our present tactics seem as little likely to succeed in this task as did the massed bayonet attacks of the Somme and Passchendaele.

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## NAVAL CANTEEN LAUNCHES<sup>1</sup>

By CAPTAIN DONALD ANDERSON, late 6th Rajputana Rifles.

**I**N all except the smaller classes of H.M. Ships, the Navy, Army, and Air Force Institutes operate a canteen. In the larger ships this corporation runs also bookstalls, lending-libraries, and soda-fountains. For these undertakings a constant supply of fresh stores must be ferried from shore to ship, and this is done in the N.A.A.F.I.'s own motor vessels, known as "cargo launches." Ships in which space cannot be found for canteens are not neglected. Their needs are served by motor vessels of a slightly different type, with holds fitted up as floating canteens; these are known as "flotilla canteens." They make their way round the ships in port; and the men come on board to buy what they want. In practice, canteenless Ships are diminishing in number.

When this war broke out, the N.A.A.F.I. had in service twenty-six launches, varying in size from 70 ft. by 19 ft. to 30 ft. by 9 ft. length and beam: an average vessel would be the "St. Bernard" of 36 ft. by 9 ft. 6 ins. with a 13 h.p. Kelvin engine and a carrying capacity of 10 tons. The total carrying capacity of this flotilla is approximately 400 tons cubic measurement. Most of the launches, of course, serve in home waters; but some are permanently stationed as far away as South Africa, while others go wherever H.M. Ships perform their protective duties, being hoisted on board for cruising, or proceeding from port to port under their own power.

The hulls of launches are carvel-built, of pine, with heavy oak keels and frames: they have full lines and a medium draught of water, which renders them good sea boats whether loaded or light. The engines are all of a standard design, simple in operation and reliable under all conditions; they start on petrol and turn over to paraffin after a few minutes' running. Uniformity of design is maintained at the cost of not taking advantage of every small improvement made in marine motors; but that sacrifice is amply compensated for by the advantages of uniformity, which facilitates maintenance and enables drivers to feel

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<sup>1</sup>For material in this article acknowledgment is made to *The Imperial Club Magazine*, *The Motor Boat*, and primarily, Mr. Pottinger, the Chief Engineer of the Naval Canteen Service.

instantly at home in any launch they may suddenly be transferred to. When a new engine is invented which gives greatly better results than the type which has served so well for many years, it will no doubt be adopted. A matter of vital importance in tropical waters is to ensure that fresh stores are not tainted by the heat on their way from the cold-store of the shore depot to the refrigerators of the ship. This is effected by having the holds of cargo launches insulated against the temperature of the decks and sides, on the "hay-box" principle: more about this later.

The crews of the launches are recruited mostly from among the sons of naval men. Among them is a high proportion of old hands who have spent their whole working lives in the service of canteen launches, some having been absorbed from the original private contracting firms when their activities were taken over some twenty odd years ago. In their seamanship, their reliability, and their turn-out, the crews ever seek to be a credit to the Service which they serve. A very senior Naval Officer once remarked, "Why is it that the canteen boats run so well? I have never yet seen one breakdown, or being towed." Such compliments are jealously treasured.

This present-day standard of efficiency has a long tale of evolution behind it. In former times ships had no canteens; if sailors wanted to buy anything with which to supplement the monotonous rations of "bare navy," they had to make their purchases from the swarm of bumboats which jostled each other round a ship the moment she arrived in port. Until the late 1890's all canteen traffic between shore and ship depended on sail or oars. Of the last of these sailing canteen boats the largest were the "Wave" and "Maggie" owned by Messrs. William Miller, Ltd., a firm of canteen contractors which shared most of the canteens in ships with a rival firm known as Messrs. Richard Dickeson and Company. In the same class were the "Sultana," "Sultan," and "Turkish Delight" owned by individual bumboatmen; these normally traded at Portsmouth, but went to Portland when the old Channel Fleet exercised from there. All these boats possessed fine sailing qualities and were maintained by crews well practised in boarding ships in open roadsteads; but sail always has its unsurmountable disadvantages when faced by calm, head winds, and adverse tides: sailing canteen boats could never be certain of delivering goods on time.

In 1896 Messrs. William Miller, of Portsmouth, showed their enterprise by venturing into steam: they purchased the "Favourite," which for many years had been plying as a ferry boat between Portsmouth and Gosport. She was about 50 ft. long with a 14 ft. beam, and she had a "haystack" boiler and a single-cylinder high-pressure steam engine



which gave her a speed of 6 knots. The usual conservatism of the sea derided this new-fangled contraption; but, old as she was, the "Favourite" proved that steam canteen-boats could deliver goods nearer to time than sailing craft. So successful indeed did she prove that Messrs. Miller soon replaced her by a steamboat specially built for canteen work. This was the "Minnie," 60 ft. long with a 14 ft. beam and a compound steam engine which gave a speed of 7 knots, built by Messrs. Vosper and Company of Portsmouth about the year 1898.

The punctuality of the "Favourite" and the "Minnie" began to draw trade to their owners from other canteen contractors, so the latter had to follow suit. The "Egret"—formerly a steam yacht—about 35 ft. long, was quickly put in commission by another Portsmouth firm. She was followed by the "Puffin," which had been built as a Royal National Lifeboat: about 35 ft. long, she had topsides built on her and was fitted with a boiler and a patent steam engine, giving her a speed of about 7 knots. By 1900 the last of the sailing canteen boats had disappeared.

Steam, however, was soon superseded by the internal-combustion engine. The first challenge of this new propellant came in 1897—only one year after steam was first introduced in the "Favourite." A contractor at Portland—Mr. R. Score—threw the steam engine out of his launch and put an oil engine in its place. Very old hands remember this engine as a huge single-cylinder affair; before it would start it had to be heated with a blow-lamp for an hour, and like most of the early internal-combustion engines it had a habit of petering out for no apparent reason; it was soon scrapped. Five years later, in 1903, a Portsmouth contractor built a 25 ft. launch at Emsworth and fitted her with an 8 h.p. Daimler motor-car engine. This experimental vessel, the "Rose," proved a success and she was quickly followed by others of her kind. The "Rose" had been specially built for her job; but other motor launches were contrived by fitting second-hand motor-car engines into discarded naval cutters. These marriages were not always happy; and breakdowns were frequent. When these primitive motor-boats were floundering in helpless immobility, the crews of naval steam launches sweeping by would shout out, "Why don't you burn it?" and "Put another penny in the slot!", or insultingly hold up a rope's end, implying "Want a tow?"

By 1909 the marine internal-combustion engine was being seriously developed. Hull design, too, was being given proper attention and the old converted clinker-built rowing boats were giving place to specially designed carvel-built craft. Messrs. J. W. Brooke of Lowestoft, the Bergius Company (Kelvin) of Glasgow, and Thorneycrofts, then of

London, were some of the pioneers of the petrol-paraffin marine motor of to-day. They recognized that lightness was of less importance at sea than endurance; in consequence aluminium crank-cases and other light fittings used in cars were cut out in favour of cast iron. Engines were made suitable for driving a full load for long periods. All these matters were of great interest to canteen contractors, each of whom laid down new boats, varying in design.

When war broke out in 1914 the four chief contracting firms had between them three steam launches (two of which were scrapped by the end of the year) and twenty-seven motor launches. But the outbreak of hostilities brought them serious troubles: secrecy made it difficult for their central managements to know where H.M. Ships were and therefore what stores to send to the various ports; the Royal Navy was increased rapidly in size, particularly as regards destroyers and small craft; the Admiralty commandeered almost every vessel which might have been suitable for canteen work; and the building yards were fully occupied with more vital construction. Yet, to their credit, they did their best to carry on. Space for stores was found in Naval Store Carriers plying between the principal ports and the fleets; and fishing and coasting motor vessels, which were in too bad a state of repair for the Admiralty to buy, were recommissioned at considerable expense. One such was an old cattle-trader working in the Northern Islands—the "Taniwha," 60 ft. length by 19 ft. beam, with a very small engine. When taken over by the contractors' engineers she was lying on her side at the top of a beach where she had been stranded by an extraordinarily high spring tide; her deck seams were wide open, and rain poured directly into her bilges. Nevertheless she was successfully repaired, refloated, and fitted up as a flotilla canteen.

These and other troubles made it extremely difficult for the contractors to give a canteen service as efficient as they desired and as the Fleet demanded. The problem was solved by the Navy joining with the Army to form a co-operative society to run their own canteens. The new society came into being in 1917 under the name of the Navy and Army Canteen Board; and on 1st June in that year it took over from Messrs. Miller and Messrs. Lipton their flotilla of launches. This transfer involved no change in the routine running of the launches, except that the chief engineer of Messrs. Miller assumed charge of the whole fleet. The name of this gentleman, Mr. A. Pottinger, deserves to go on record as that of the virtual father of the Naval Canteen Motor Launch Service.

Under the N.A.C.B. the construction of new launches became easier than it had been for private firms; but it was still hampered by a shortage of materials and other war-time causes. Immediate orders

were given for two launches to be built by Miller of St. Monance, Scotland, and two by the Medway Slipway Company, Rochester. These were Kelvin Standard Open Cargo Launches, but with their topsides built up 18 inches, and decks, coamings, and hatches built over. But it was midsummer 1918 before the last of the four was delivered. Two brand new boats were damaged beyond repair. The first was blown on to the rocks during a storm at night in the Isle of Arran: her engine dropped through her bottom, and was the only part that could be saved. The other was hoisted on board ship for passage to Malta; a gale in the Bay of Biscay so battered her that her engine, too, was the only thing left fit for further service. By the end of the war most of the others showed ominous signs of four years' hard and continuous work.

With the Armistice in 1918 came the task of surveying the little flotilla of twenty-four craft. For replacements, two designs were prepared—a smaller type, 32 ft. long with a 10 ft. beam and 13 h.p. Kelvin engine, to carry 10 tons; and a larger type 42 ft. long with a 12 ft. beam and 26 h.p. Kelvin engine, to carry 20 tons. Ten of the former and four of the latter were built between 1918 and 1939; and three of the 42-footers built in 1918 and 1919 were refitted in 1939 with 30 h.p. Kelvin Riccardo F. 4 engines.

In 1921 the Navy and Army Canteen Board was absorbed into the Navy, Army, and Air Force Institutes; but this made no difference to the functioning of the launches.

A big problem was set annually at Malta by the hot sirocco wind which blows from June till September and might cause fresh goods to go bad on their way from shore to ships' refrigerators. This was finally solved in 1933 by insulating the hold of the 42 ft. canteen launch "Shamrock"; incidentally her hull was copper-sheathed against the marine borers of the Mediterranean. This experiment in insulation proved so successful that it merits a fairly full description. First the "Shamrock's" ribs were tarred; then they were lined with wood-boarding, which also was tarred. Next sheets of light-gauge galvanized sheet-iron were laid on to exclude insects; sheet iron also covered the under-side of the deck and the bulkheads. Then came the chief insulating material—6-in. thick slabs of cork, first immersed in a pan of melted bitumen and then put in position and held till they set. Liquid bitumen was then poured into crevices and applied with a mop to make the surface solid. The bitumened cork was fixed to the sides, bulkheads, and coamings, and to the underneaths of decks, hold-platform, and hatches. Wood lining was put on to cover the face of the cork. Then the platform and half-way up the sides were covered with heavier-gauge

sheet-iron. The platform was fitted with two hatches, slightly tapered and fitting flush; these were for running off into the bilge any water which might collect. All bilge-water ran aft, and was pumped out by a semi-rotary pump in the engine-room. At each side of the hold were two insulated wing-doors with tapered edges; when shut, these were secured with battens and wedges. At the top of the hatchway was an insulated hatch for airing the hold. The hold would normally have a temperature at least as high as the outside air. It was therefore cooled for the transport of perishables by ice being put in it for a day before the goods were brought in. The "Shamrock" is still in service at Malta.

By 1935 the canteenless ship had almost been eliminated from the Royal Navy, the necessary space having been found even in the smallest destroyers and other small craft; consequently the need for flotilla canteens was also greatly diminished. Instead a new type of launch was designed for the express delivery of goods in bulk. The first of this type, named "Silver" after King George V's Silver Jubilee, was launched from the yard of Mr. Curtis, at West Looe, in Cornwall, in December, 1935. Her length was 32 ft., beam 9 ft., draft 3 ft., and carrying capacity 8 tons. Her engine, situated amidships, was a 26 h.p. paraffin-burning Kelvin. The "Silver" was provided with slinging gear for hoisting her on board H.M. Ships for cruising. The Admiralty had informed the Board of Management of the N.A.A.F.I. that the most suitable weight of launch for this purpose would be 7 tons; in consequence this was the unladen weight of the "Silver."

During the next three years six similar launches, with slightly varying dimensions, were built. In order to make the most use of their limited hold capacity, the living accommodation for their crews of three can be used on day trips for cargo; that extra space often saves an additional trip.

In 1939 two large launches, improvements on the 20 tonners built in 1919, were laid down for the duty of delivering canteen stores in bulk to H.M. Ships. Their beam remained the same at 12 ft.; but their length was increased to 48 ft., and their capacity to 25 tons. 30 h.p. Kelvin Riccardo F. 4 engines were ordered for them. The first of these boats, the "Essanay," was delivered by the builder, Mr. F. Curtis, in November of last year. She is now at her war station. The other will be finished and taken into service about the time this article appears in print.

In matters of maintenance, hull repairs are put out to local shipyards. The amount of engine refitting to be done is just enough to keep one mechanic busy visiting the various N.A.A.F.I. shore depots in turn. Each of the principal depots has a small workshop, staffed by a resident driver-mechanic who does minor repairs and is responsible for stores and equipment.

The state of unpreparedness of the naval canteen organization in 1914 was not repeated in 1939. The lesson had been learned. Not only was the whole and sufficient flotilla of N.A.A.F.I. canteen launches ready for immediate service anywhere; but plans had already been made to increase the numbers of vessels by purchase or charter, should the need arise. On the very day war was declared, three Looe luggers were purchased straight from fishing, and were immediately converted for their new duty. Another launch was hired from a northern port. Although these additions to the fleet seemed to put the situation in regard to numbers well in hand, it was decided to build another 48 ft. launch for reserve. It is anticipated that she will be ready for delivery by June 1940. Meanwhile, as new naval bases are established, canteen launches are quickly moved to them under their own power. Before one such recent trip, the coxswain, who had the task of delivering a new 48 ft. launch through winter storms from its birthplace in Cornwall to its destination in Scotland, was warned that his craft "won't drown you, but she might starve you." Sure enough, rough weather prevented cooking for three days; but there was never a fear of so well-designed a vessel's foundering. This same coxswain greatly angered a local naval authority by insisting that he could safely take his charge through a mine-field, because she would sail over the tops of the mines!

In the matter of day-to-day work in war-time, little imagination is needed to visualize the real seamanship and cheerful endurance called for from crews of launches serving a fleet stationed, say, in the far north of Great Britain. The thermometer may be below zero; a strong wind may be blowing; enemy submarines may be lurking outside the anchorage; daylight is limited to from six to seven hours, and that not very bright; no riding lights are exhibited; and if a launch is not home by dark, which is the strict regulation, it risks being fired at. Furthermore, the men of the Naval Canteen Service do not regard their duties as being limited only to carrying canteen stores. Any emergency of the sea summons their willing aid. They rendered instant and most effective service in saving survivors from the torpedoed "Royal Oak" in the dead of night. Then there was the incident of the finding and rescuing of a crashed airman off the north of the Orkney Islands; the visibility was very bad at the time, and the weather was appalling; the canteen boat in question was the only craft available which could have survived the hammering it got from the waves. In days of peace, they were in the fore-front of the salvage operations on the sunken submarine "M.2."

The ideas of the officials do not stop at merely keeping abreast of the times. They are already letting their imagination run ahead to the perhaps not so far-off days when they might be able to stock the canteen of a ship in the West Indies by flying-boat from Portsmouth.



## AUSTRALIAN PATROL OPERATIONS, STRAZEELE, JULY 1918.<sup>1</sup>

**I**T is hoped that the patrol operations of which a detailed description is given may be of interest in themselves. But the chief object is to provide instruction for the regimental soldier. The example given is authentic. It is taken from the war of 1914-18 and bears out the principles laid down in *Infantry Training*, 1911. Patrol-work is freely taught, but one meets with few instances of an operation actually carried out and then got up as a matter of instruction. The portrayal of an action, accompanied by a diagram on the blackboard, filled in as the lecture proceeds, or by a map showing essentials only, carries great weight.

The example quoted is the handiwork of men of the First Australian Division. Without in the least decrying the British soldier, it is fairly generally admitted that the Australian had peculiar gifts for this work. His very mode of life, independence of character, initiative, and up-bringing fitted him for this special duty. Add to this, great bravery and a thorough belief in keeping a clear No Man's Land, and there is little more to be said. The "Digger" disliked raids; he considered them too costly for the results; but he liked "to have no Jerries near the posts at night," and was always to hand for any reasonable patrol. The great variety of ways in which he carried out his task space forbids to describe here; but he constantly changed his methods, formations and ruses. The example given seems to be almost a model under the circumstances. The *morale* of the Germans was not low at the time.

In lecturing on the subject, instructors are recommended to pick out just a few of the many little lessons, and drive them home. No attempt has been made to embellish a plain statement of facts.

### SUBJECT OF THE INSTRUCTION

Instances Nos. 1 and 2 are instances of patrols sent out with a view to obtaining information and not to fight.

Instance No. 3 is that of a genuine fighting patrol.

One map covers all three operations.

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<sup>1</sup> Reprinted from an article contributed by Lieut.-Colonel A. M. Ross, C.M.G., D.S.O., p.s.c., published in the *JOURNAL* for November, 1922.

For instructional purposes it would be better to deal with and criticize each operation before proceeding to the next. The points of reference in the narrative from which lessons are drawn are numbered and inset (L, etc.), and correspond to the number of the lessson.

#### GENERAL DESCRIPTION

On 11th July, 1918, the First Australian Infantry Battalion was holding the front line between Strazeele and Merris, astride of the railway which runs to the South of both of these villages.

The country consisted of fields of deep crops, with scattered farmhouses or garden enclosures bounded by hedges.

The battalion front was held by two companies, each having three platoons forward and one in support. Each of the three front-line platoons in each company formed a picquet. The battalion thus had six posts in its front line. A third company was in support, and the fourth in reserve.

The company astride of the railway was holding three platoon posts. The central post (No. 2) was actually touching the southern side of the railway. The southern post (No. 1) was about 250 yards South of it. The northern post was 150 yards ahead, and slightly to the North of the railway.

#### OPERATION NO. 1

In front of No. 2 post and 300 yards away was a small house. This house was immediately South of the railway. The grass space surrounding the house was enclosed by a hedge and bordered on the railway. No. 2 post and this grass plot each bordered on the South side of the railway, with about 250 yards of tall crops separating them.

The platoon commander of No. 2 post, on taking over, had been told by the officer whom he relieved that he believed this house to be occupied. The post, however, had a bad field of view, as the land rose slightly in front of the post and dipped again to the house.

When daylight began to break, the incoming platoon commander sent out a sergeant and one man along the ditch on the South side of the railway to a point near the top of the rise, where they could get a better view. They returned at 5 a.m., when a corporal and one other man were sent out to take their place for two hours.

During this time the platoon commander and a corporal crept into a shell-hole about 50 yards in front of their post and fired some rifle grenades at the house and the hedges round it.

No movement of any sort was seen during these periods from No. 2 post. The platoon commander reported to the company commander at 8.30 a.m. He learnt from the commander of No. 3 post (across the railway to the North) that when the rifle grenades were fired Germans had been seen to leave the house (L 1).

Identifications were needed. It was, therefore, decided that a patrol from No. 2 post should go out and examine the house.

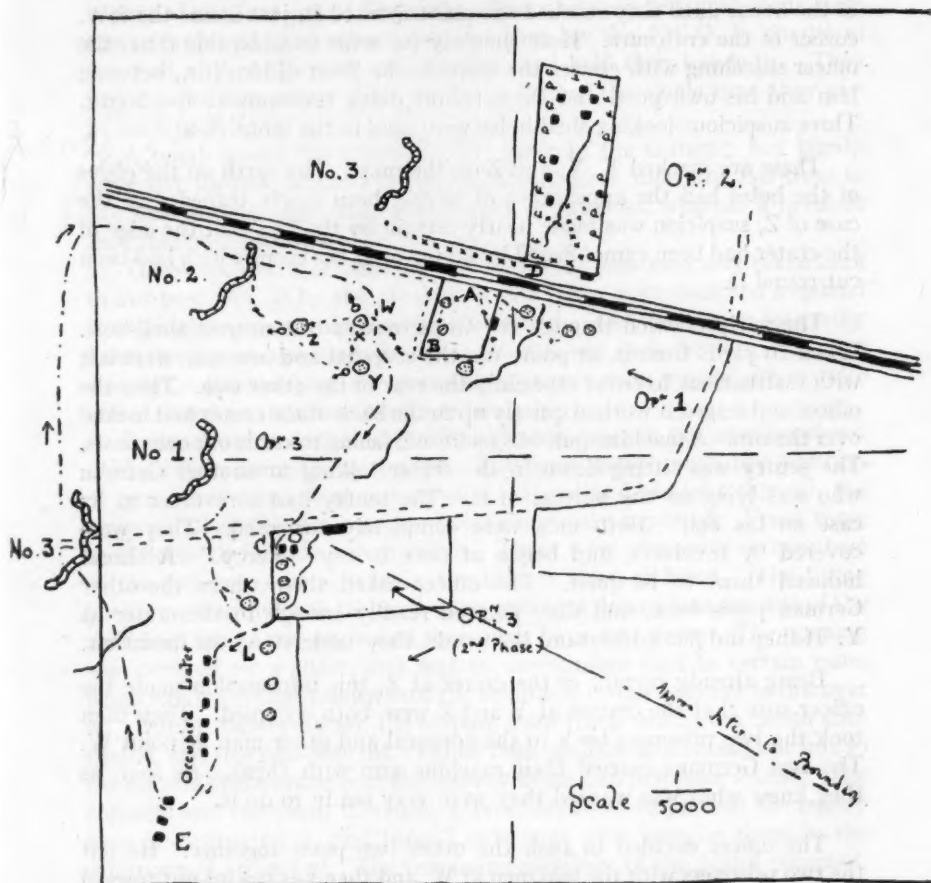
At 9.30 a.m. the platoon commander from No. 2 post took out the sergeant and corporal who had been patrolling up to that time as described above, and one other man. Each carried two or three bandoliers of ammunition and four bombs. The officer and sergeant also had revolvers. They crept along the South side of the railway till they reached the hedge enclosing the grass plot round the house. The railway afforded a very good avenue of approach to the house because it ran along an embankment about 9 feet high, which shut off all view from anyone to the North. Along the bottom of the embankment on its South ran a continuous hedge, and along the South side of this hedge a ditch 2 or 3 feet deep. Immediately South of this ditch sprang the crops.

The party crawled along this ditch to the corner of the hedge near the house. The house stood on the East or far side of the grass enclosure, about 40 yards South of the railway.

It was decided that the officer and the corporal should creep farther up the ditch to a point North of the house (marked A on the map), from which they could cover the surroundings of the house (L 2), while the sergeant with the other man turned South along the western edge of the enclosure, then along the southern side of it, and so up to the back of the house, going round three sides of the enclosure, and finally getting into the house from the back. This they did, the sergeant and his companion crawling along the outer side of the hedge surrounding the enclosure.

The house had been occupied recently—playing-cards were found—but there was no clue by which the occupants could be identified. The sergeant crept back to the officer, going across the grass plot this time. From where the officer and corporal had been waiting there could be seen in the crops behind the house several very large shell-holes. The sergeant was instructed to clear these shell-holes. He crawled back and across a cleared space behind the house into the edge of the crops and up to the shell-holes, the officer and corporal covering him from the same point behind the railway (L 3). The railway embankment prevented the sergeant being seen from the North. The shell-holes were empty and had never been occupied.

PATROL CHART



**LEGEND.** Original Posts = Ultimate " =   
 Dug-outs or Buildings =   
 Shell-holes =   
 M. Gun =   
 Railway =

Patrol Tracks

Operation 1 =   
 " 2 =   
 " 3 =

A.M.R.

The sergeant returned and the whole party then crawled across the grass plot and southwards along the inner side of the hedge in front of the house until they reached the point marked B, just inside the S.W. corner of the enclosure. Here they lay for some considerable time, the officer searching with glasses the crops to the West of him (*i.e.*, between him and his own post) and the sergeant doing the same to the South. Three suspicious-looking shell-holes were seen in the crops (L 4).

These are marked X, Y, and Z on the map. The earth on the edges of the holes had the appearance of having been newly turned. In the case of Z, suspicion was made nearly certain by the fact that the edge of the crater had been camouflaged by laying on it the crops which had been cut round it.

The party crawled through the crops towards the nearest shell-hole. When 20 yards from it, at point W., the corporal and one man were left with instructions to cover especially the rear of the other two. Then the officer and sergeant worked quietly up to the back of the crater and looked over the rim. A machine-gun was mounted, facing towards our own posts. The sentry was sitting down in the crater talking to another German who was lying on the bottom of it. The sentry had a revolver in its case on his belt. Both men were completely surprised. They were covered by revolvers, and began at once to cry "Mercy." A threat induced them to be quiet. The officer asked them where the other German posts were, and they pointed readily enough to the crater at Y. If they did not understand the words, they understood the intention.

Being already certain of the crater at Z, this information made the officer sure that the craters at Y and Z were both occupied. They then took the two prisoners back to the corporal and other man at point W. The two Germans carried their machine gun with them. As soon as they knew what was wanted they were very ready to do it.

The officer decided to rush the other two posts together. He left the two prisoners with the two men at W, and then he crawled out toward the southern post (Y), while the sergeant took the northern one (Z). The distance to the southern post was rather longer. It was arranged that the sergeant, when he got into position, should wait until the officer gave the signal; they should then rush the two posts together. It was necessary at frequent intervals to get the head above the crops to see the position. They each reached a point about 10 yards from their respective shell-holes. Then the officer waved his helmet and they both rushed in.

The sergeant found four Germans in his shell-hole and the officer eight. In each shell-hole was a machine-gun pointing the other way.



In each case as they came up a shot was fired at them. They are uncertain whether the Germans had been aroused by some noise from the taking of the first post. Both the officer and sergeant fired shots from their revolvers. The officer's second shot hit the N.C.O. in charge of the post at Z in the arm, and the Germans held their hands up. They had no idea how many there might be behind the single man they saw in each case (L 5).

A bomb would have settled each party in the craters ; but bombs were not thrown because the sound would have informed Germans in the surrounding crops that a fight was in progress, whereas a revolver shot told them nothing.

The whole party of prisoners was hurriedly disarmed and taken back to our post (No. 2) by the shortest route. They were marched overland through the crops at the best possible speed. They were seen by enemy from the houses 250 yards South at point C and were fired on, but none was hit. On reaching the post the prisoners were pushed off at once under escort to company headquarters.

Instructions were then given that all shell-holes in the neighbourhood of the others were to be cleared. The same patrol, with the addition of two other men, went out at once. It worked straight through the crops at all shell-holes near the posts previously captured. From these shell-holes 18 Germans were taken. These were observers or members of the gun-crews who lived in the craters close at hand. The living position generally took the form of an undercut driven into the side of the shell-hole facing our posts and then sunk some feet down. The opening was covered by a sheet, and was so unobtrusive that in certain cases when looking straight down into the shell-hole it was not easy to discover it. During this operation the sniping from the house to the South continued, and one man was hit. It had been decided to advance our line to the far side of the house near the railway which had first been visited. The corporal and two men, therefore, stayed out there to prevent the enemy from re-occupying it, and three Lewis guns were sent up there in the afternoon (L. 6 and 7). The remaining members of the patrol returned.

Altogether the patrol had been out  $3\frac{1}{2}$  hours and had taken 32 prisoners and three light machine-guns (L. 8 and 9).

The lessons to be drawn from this operation are :—

- (1) Quick *liaison*. Watchfulness.
- (2) and (3). Covering.
- (4) Reconnaissance.
- (5) Quietness.
- (6) Consolidation.
- (7) Forward move.
- (8) Small size of patrol. Big results.

## OPERATION NO. 2.

Meanwhile the left picquet (No. 3), which occupied the post North of the railway, from which a view had been obtained of the Germans leaving the house near the railway, had embarked on a separate operation (L. 1). Less than 200 yards in front of this picquet was an enclosure, surrounded by a hedge and bordered by trees. This enclosure was known to be occupied. At the far southern edge of it was a house. The hedge and drain which made the southern edge of this enclosure continued out into the field in which No. 3 post was sited. About 10.30 a.m. a patrol of one officer, one N.C.O., and two men left No. 3 post and crept under cover of the hedge and drain to the house (L. 2).

One man was left at the corner of the hedge nearest to our post (at the point marked D on the map (L. 3)). The southern edge of the enclosure and the house were found to be unoccupied.

The enclosure to the North of the house was known to be occupied. The patrol decided to search it. A covered-in dug-out was seen by the patrol, who approached it unobserved from the flank. The Germans inside were covered with a revolver and at once surrendered. Two more dug-outs were dealt with in the same way.

The prisoners were then sent back in charge of the N.C.O. The man from the corner of the field (D) was called up. This left the officer with two men. They moved up the field, the officer in the centre, the men on either side of him at 10 to 12 paces interval (L. 4). This enabled three dug-outs to be dealt with at once, and the occupants to be captured.

In two dug-outs at the North end of the field, however, some resistance was met with. It became necessary to fire several shots.

Quick action was clearly demanded, for the enemy in the remaining dug-outs were aroused by the shooting. Bombs were therefore thrown into several of the dug-outs, and two of the patrol were closed in to cut off the enemy's line of retreat (L. 5).

The bombs demoralised the garrison and it surrendered without trouble. Altogether 36 prisoners and four light machine-guns were taken. The patrol finished its work shortly after noon. Later, when the battalion on the left (Fourth Australian Battalion) had cleared in like manner the German posts to the North of this position, our line was advanced, and a post sited in the field which had been the scene of this operation (L. 6).

The lessons taught by this operation are :—

- (1) The true soldier is "jealous in honour."
  - (2) Small numbers used.
  - (3) Protecting own line of retreat.
  - (4) Formation—variety.
  - (5) Prompt action when compelled to fight.
  - (6) Line advanced at once. Line brought forward on the left.
- Influence of action of platoon commander No. 1 operation.

#### OPERATION NO. 3.

Operations Nos. 1 and 2 were both the work of the left company of the First Battalion. It was decided to exploit the success and advance the line (L. 1). This made necessary the capture of the farm buildings at C, from which the first operation had been steadily sniped.

These houses were in an enclosure just South of a road running roughly East and West parallel to the railway, and 200 to 300 yards South of it. Across the road, about 250 yards West of the houses, was No. 3 (left) picquet of the right company First Battalion.

A patrol had already left this picquet about 10 a.m. to explore the buildings with a view to an intended raid (L. 2). An officer and four men made their way up a drain in single file towards the farm. When about 40 yards from the place they formed into single line at five paces interval and crept in this fashion for 20 yards. They were not fired on. A N.C.O. and two men were therefore detached to see if the hedge along the southern corner of the farm enclosure was wired, and also to locate any enemy posts. This party came upon the enemy at the point marked K on the map, and captured seven men with slight resistance. This, however, roused the German post farther South at L, and the party was fired on from there. The prisoners were taken back to our post, two other members of the patrol covering the process (L. 3). Soon after this it was decided to clear the enemy out on our right flank and advance the line.

At 4 p.m. instructions were issued that the farm buildings were to be taken by the right company. The method of attack was to be from the left and rear (L. 4). No. 3 picquet right company was moved northwards from its position across the road to No. 2 post of the left company, by the railway line, and from which the first patrol had issued that morning. The post thus left vacant was garrisoned by another platoon, while a further platoon was moved up in close support.

The three Lewis guns at the house first captured near the railway line were ordered to give covering fire if needed (L. 5). Several Lewis guns facing the objective from the front were to do the same.

The attacking platoon moved from No. 2 post out towards the house by the railway line and then southwards and south-westwards against its objective, the farm. The platoon was formed in two lines of skirmishers, the first to attack, the second to act as support, guard the flanks and reinforce as necessary. The Lewis guns and rifle grenadiers in the hedge South of the house by the railway covered the advance.

At about 30 yards from the German post at K and from another post 100 yards North of it, the line was fired on by rifles and machine-guns. The posts were at once rushed. Nine Germans and two machine-guns were taken without a casualty. When the left flank of the platoon attempted to advance, however, it came under heavy fire from the right. It was decided to place the post immediately in front (East) of the farm buildings in the position captured (L. 6).

From this position patrols of three or four men one after another worked and took from the flank and rear three German posts just South of them. But there were still other posts farther South causing trouble by machine-gun fire. A patrol of an officer and four other ranks was sent out from another platoon to silence them (L. 7). Two posts were located, one on each side of a road 300 yards South-West of the farm (marked E on the map). These posts were tackled in a manner similar to those previously taken. There was a sharp fight, in which nine Germans were killed and three wounded. Fourteen prisoners and one light machine-gun were taken; two other machine-guns were found but not brought in.

In front of these posts the crops had been cut for a space of from 40 to 80 yards. This operation was over by 6 p.m.

The lessons taught by this operation are:—

- (1) The infectious spirit.
- (2) Study of formations.
- (3) Reconnaissance before a strong patrol.
- (4) Method—route—against exposed flank and rear.
- (5) Covering fire.
- (6) Prompt appreciation. Consolidation.
- (7) Prompt reversion to a *small* patrol.
- (8) Value of attack from behind.
- (9) No. 1 platoon of company moves up. Half this company is still fresh.

#### RESULTS OF THE OPERATIONS.

The total captures were 101 prisoners and 12 machine-guns. Nine Germans were killed. Our casualties were three men wounded. Truly a brilliant example of economy of force, and of resource, initiative, and courage worthy of these splendid men from overseas.

## TWENTY-FIVE YEARS AGO

### THE GREAT AMPHIBIOUS ADVENTURE

By C. A. B.

**M**IDNIGHT, 11th March, 1915. A despatch rider from Battalion H.Q. with a telegram, "Report at once to H.Q., 29th Division, Leamington." On arrival, new orders to report at War Office forthwith; twenty-four hours to say good-byes and prepare, and then, at 3.30 p.m. on Friday, 13th March, a special train at Charing Cross awaiting a small assembly of General and Staff officers. At 4 p.m. we are all aboard; General Sir Ian Hamilton and the nucleus of his General Staff leave for the Gallipoli adventure, with the First Lord of the Admiralty and a few friends and relations to wave them "Godspeed."

There were twelve of us on the train, the Commander-in-Chief and his A.D.C., St. John Brodrick; his M.S., and brother-in-law, S. Pollen; Major-General Braithwaite and his son as A.D.C.; Williams (G.1.), Fuller, Grant, and Aspinall (G.2s), Dawnay and myself (G.3), and Williams, librarian to the House of Commons, as Cipher officer.

At 7 p.m., having embarked in H.M.S. "Foresight," we left Dover for Calais. There was a thick fog, and as we steamed towards France we lost direction; presently the sound of heavy guns was heard and, as we learnt later, we were off Nieuport and the left of the line in Flanders. Having altered course, we eventually reached Calais about 9.30 p.m. Here the C-in-C's second A.D.C., John Churchill, joined us, and thirteen in number we left at 10.30 p.m. for Paris, *en route* for Marseilles, by special train.

Paris, 7.30 a.m., 14th March; and half an hour later on to Marseilles. There we arrived at 6 p.m. and embarked in the fast light cruiser H.M.S. "Phaeton." We slept in harbour that night and early the following morning steamed for Toulon to fuel with oil. A hasty dash ashore to post letters and look round, and then, at 1 p.m., we started on our final stage. The Mediterranean was very kind, blue as only it can be and calm as the proverbial millpond. The "Phaeton" maintained a steady 28 knots, vibrating greatly but otherwise serene. Through the Straits of Messina and the Grecian Isles we steamed as if on a yachting cruise and then, precisely at 2 p.m., on 17th March, as we dropped anchor at Tenedos, H.M.S. "Dartmouth" arrived with Admirals de Robeck and Wemyss



and General d'Amade aboard. We were at our journey's end, four days less two hours since our train steamed out of Charing Cross.

That night we stayed at Tenedos, while the Admiral Commanding, the Commander-in-Chief and the French Commander conferred and we heard of the attempt to be made next day by the combined British and French fleets to silence the Turkish forts and force the Straits. The morning of the 18th found the "Dartmouth" gone and still in the "Phaeton" we set out to reconnoitre the Peninsular. During the outward voyage we had, under the direction of the C.G.S., studied such maps as were available and we were anxious to compare our deductions with the ground itself. We therefore steamed slowly along the coast about a mile off shore from Cape Helles, almost as far as Bulair, and in the Gulf of Xeros we came upon the five-funnelled Russian cruiser "Askold"—the "packet of fags" as the Navy called her—keeping a lonely watch. With our glasses and telescopes we studied the land and more especially the areas which from the map we had selected as possible landing places. At every such spot the Turks were observed to be digging hard, so that we knew for certain, what we had only surmised before, that the previous naval activities had put the enemy wise to our intentions.

Back we turned, therefore, as if for Tenedos and then, as we passed Cape Helles, we altered course, increased speed and, passing the battered forts at Seddul Bahr, entered the Straits. As we steamed in, a most inspiring sight unrolled itself before our eyes. In a great semi-circle, facing and bombarding the forts at the Narrows and Kilid Bahr, were the battleships and cruisers, apparently stationary, and around them a swarm of smaller craft. Presently, when one had had time to sort out one's first impressions, we began to notice splashes on the water about our ship and to realise that the Turkish field batteries on the Asiatic coast were paying us some slight attention. Then, as we steamed still further in, we suddenly became conscious of a large ship slowly—very slowly—moving towards us on our starboard bow, very low in the water and with a slight list forward. All her crew, except presumably the stokers in the engine-room, were on deck and it looked as if at any moment she might sink before our eyes. This, we discovered, was the "Inflexible" which had struck one of the Turkish mines, which a little later sunk her sister battleships, "Ocean" and "Irresistible" and the French battleship "Bouvet." She was being escorted by destroyers and we turned and followed her, ready to give what help we could, in case she sank. Then, having seen her as far as Rabbit Island, where she was beached, we steamed for Tenedos.

Next day we proceeded to Mudros and, as the "Phaeton" was ordered home, we transferred to the S.S. "Franconia" and established our G.H.Q.

aboard. Five days we waited there and various officers of the Intelligence branch, including Doughty Wylie and Deedes, joined us and then, on the 24th, we were off again, this time for Egypt.

On the 26th we reached Port Said, and left the following day at 12.45 p.m. for Alexandria, where we arrived that evening. As far as Ismailia the railway followed the line of the Canal defences and we were thus able to see for ourselves the sites of the chief points of the Turkish attacks, which had taken place some six weeks previously; and at two places the actual pontoons, which the Turks had used.

At Alexandria we were quartered in the Savoy Palace Hotel with our offices in a building about half a mile away in a street off the Mohamed Ali Square. Rumour had it that the house was previously a well-known "*maison tolérée*" and that many enquiries were made of our clerical staff after dark from former clients of the departed ladies. During the daytime, however, we were not disturbed and from 28th March till 7th April we were busy, with Captain F. Mitchell, R.N., to help us, working out details of the contents of ships, ships' cutters, steam pinnaces, picket boats, lighters, etc., for the landing of troops, guns, ammunition, animals and stores upon an open beach. This work so inspired one of our number that he wrote the following lines, a copy of which I have before me now:—

THE P.N.T.O.<sup>1</sup> AND THE P.M.L.O.<sup>2</sup>

Round Tekke Burnu slowly steamed

A British man-of-war,

The guns were slowly booming from

The forts at Sedd-ul-Bahr,

With no light but the fitful gleam

Of searchlights from afar.

The P.N.T.O. and the P.M.L.O.

Were gazing at the strand;

"Do you suppose" the P.N.T.O. said,

"That we shall ever land?"

The P.M.L.O. said nothing, but

He coughed behind his hand.

"If seven tugs with seven tows

Started at dead of night,"

The P.M.L.O. said, "I wonder if

They's land enough to fight."

The P.N.T.O. thought abstractedly

And simply said, "They might."

<sup>1</sup> Pronounce P.N.T.O. as PINTO and <sup>2</sup> P.M.L.O. as PUMELO.

<sup>1</sup> P.N.T.O. PRINCIPAL NAVAL TRANSPORT OFFICER.

<sup>2</sup> P.M.L.O. PRINCIPAL MILITARY LANDING OFFICER.

"And will they," asked the P.M.L.O.

"Land on the proper beach,  
This one on 'X', that one on 'Z',  
And so on, each to each"?

The P.N.T.O. held his finger up  
Like one about to preach.

"We've thrashed it out, with wrinkled brows  
And tears," the P.N.T.O. said,

"And none will land on 'W'  
That ought to land on 'Z.'"

The P.M.L.O. politely smiled  
The smile of the well bred.

"At break of dawn" the P.N.T.O. said,

"Our ships will open fire,  
The gallant troops will then advance  
As far as they desire."

The P.M.L.O. was indistinct,  
I think he muttered "Wire."

"And what is wire," the P.N.T.O. said,  
Against a Naval shell?

One of us goes there every day,  
And shoots away like Hell."

"And do you" said the P.M.L.O.

"Not leave your card as well?"

But when the fateful morning came,

Whose, how, and why and when,  
Are matters little suited for  
A merely ribald pen.

The P.N.T.O. and the P.M.L.O.  
Both quitted them like men.

In after years the text books said,  
To budding G.S.Os.

"This is the golden rule for both  
P.N.T.Os. and P.M.L.Os. :

It's no good counting up your hands,  
Before you count your toes."

Meanwhile transports had been arriving daily, but not as yet with any of the Administrative Staff of G.H.Q., so that the General Staff were doing administrative work, and rightly or wrongly, committing our "A"

and "Q" to plans, with which they might, on arrival, disagree. This was most unsatisfactory but in the circumstances unavoidable.

On 8th April we left Alexandria and by the 10th we were back again at Mudros, this time in the S.S. "Arcadian." And here it is as well and perhaps time to explode a myth, which is still prevalent and almost handed down to history, namely the story that the "Aragon" was the luxury ship of G.H.Q. G.H.Q. were never in the "Aragon," luxury ship though she may have been. The "Aragon" was the Headquarters ship of the Governor of Mudros, Rear-Admiral Roslyn Wemyss, and remained at Mudros until the end of the campaign. The "Arcadian," no luxury ship, as those who lived aboard can certify, after being off the Peninsula until the second week in May, took G.H.Q. to Imbros, where they disembarked and formed a camp ashore.

(It has always been my desire to destroy this myth, so I hope the above digression may be excused.)

At some date during the next fortnight the Administrative Staff arrived and had to pick up the threads as best they could in the short time available and make all necessary measures to fit in with the plans in which we had perforce involved them. For us of the General Staff, the time was passed in putting the finishing touches to orders, transmitting messages to the War Office and visiting Divisional and other Headquarters on neighbouring transports, which were arriving daily in the harbour.

On or about 18th April, the date for the landing, weather permitting, was fixed for St. George's Day, 23rd April. On the 21st and 22nd it was blowing a gale, so that there was no hope of effecting a landing next day, and the operation was postponed until the 25th. In the meantime it had been decided that certain officers of the General Staff were to land with the covering force, and Williams (G.I) and Doughty Wylie were ordered to go ashore from the "River Clyde" on "V" Beach, while I was detailed for "W" Beach.

The wind subsided by the 23rd, so that afternoon about 2.30 p.m. I left the "Arcadian" and embarked on another transport, the name of which I have forgotten. The beastliness of modern war has done its best or worst to cloud the pageantry of ancient times, but this departure from Mudros harbour for the great adventure was one of those occasions when one could be excused a feeling of exhilaration and pride and, even after all these years, the memory still remains. As the Official Historian has said, "As each transport passed through the waiting fleet, cheer

upon cheer broke from her crowded decks and the watching bluejackets cheered and cheered again." We were off and the great day had come at last.

The following day we spent at Tenedos, and that evening, just before dusk, we of the G.H.Q. landing party for "W" Beach transhipped from our transport to H.M.S. "Implacable." With us aboard were Brigadier-General Hare and his Brigade Major, Frankland, the 2nd Bn. Royal Fusiliers, and H.Q., and half "D" Company, 1st Bn. Lancashire Fusiliers. I happened to be near the ladder as some of the troops were climbing aboard and one of the young soldiers slipped and dropped his rifle in the sea. His Company Sergeant-Major's comment came at once, "Don't you worry, my lad, there'll be lots of dead or wounded men to-morrow from whom you can get a rifle." True, no doubt, but not a well chosen word of encouragement!

We dined with the Captain in his cabin that night and later turned in for such sleep as we could snatch before an early rise next morning. The Chaplain very kindly gave his cabin up to me.

At 5 a.m. we were up on deck and half an hour later the bombardment of the beaches started. In the half-light that precedes the dawn, at 6 a.m., the tows of boats could be seen leaving their ships for the shore, and shortly afterwards the sun rose in a red ball from behind Achi Baba, shining full in our eyes. At 7 a.m. we got into our picket boat and making for the northern end of "W" Beach, we successfully landed about a quarter of an hour later under the shelter of the cliff. I immediately made my way to the beach and the sight that met my eyes was one that made me wonder how the troops had ever got ashore. A belt of wire, at least 9 feet in depth, stretched from cliff to cliff except for a gap about the centre of the beach, some 10 to 15 yards wide. Along the beach were some 60 to 70 dead or severely wounded Fusiliers, and in the northern corner was the Medical Officer doing his best to succour all he could. The water's edge was red with blood as it lapped against the shore. There was no time to brood on such matters and we set about selecting sites for Headquarters and for the various forming-up places, supply depots, water stations, etc., that were to be established later on the beach or in its vicinity.

In the meantime sappers of the 1/2nd London Field Coy., R.E., were busy clearing the beach itself of dead and wounded and of wire entanglements. A little later I discovered that there was no Brigade Staff on the beach and heard that the Brigadier had been badly wounded and the Brigade Major killed. Farmar, the Staff Captain, was with the firing line. Kane, the Brigade Machine-Gun Officer, was on the beach. Although



I belonged to G.H.Q., and not to the 29th Division, and had not seen Divisional orders, I found myself the only executive Staff officer present. For two hours no further boats approached the shore, until about 9.45 a.m. the 1st Bn. Essex Regt. landed and I met them and explained the situation to the C.O. As he was moving off, I turned away and to my intense astonishment saw a most unexpected sight—a complete civilian, dressed in a blue lounge suit with a straw hat on his head and carrying a Gladstone bag. In answer to my amazed enquiry, he told me he was the interpreter attached to the 1st Essex. As the firing line was only a comparatively short distance beyond the crest overlooking the beach, I took on myself the responsibility of ordering him to stay on the beach. What was his fate I never knew, for I did not see him again.

Wolley Dod, G.S.O.1, 29th Division, arrived ashore at 12.30 p.m., and I was then able to carry on with the duties for which I had been sent ashore.

The day wore slowly on; a few minor incidents come back to me; smoking a cigarette and chatting with Kane, when a very spent bullet hit him in the left temple, penetrating so slightly that I was able to extract it as if it had been a tooth; having some trouble with a Chaplain over the burial of the dead; but our chief worries were the lack of progress in our advance ashore. We knew that the landing at "V" Beach was held up, and that no appreciable advance had been made by the troops from our own beach. We felt the lack of artillery and no guns were landed until late in the afternoon. The working parties on our beach had been, perforce, used to reinforce the firing line and, although the beach was clear, other essential work was held up.

About 9 p.m. those of us, who could, lay down to try and snatch some sleep, but immediately afterwards firing broke out all along the line above the beach and continued more or less regularly throughout the night. Sleep being impossible, we stood about and talked and smoked amid a steady stream of "overs" whipping into the sea behind. The rest is history.

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## CO-OPERATION IN SERVICE AND CIVIL AIR RAID DEFENCE

By COLONEL G. M. ROUTH, C.B.E., D.S.O.

Vice-President, Air-Raid Protection Institute; late Deputy A.R.P.  
Officer (Technical), Middlesex County Council.

CLOSE acquaintance with the Civil Defence arrangements for Middlesex tends to show that more mutual assistance between services working for the same goal would save money and manpower and increase efficiency. The fighting forces have, of course, their own centralized control such as Passive Air Defence, but such contacts as are now made are definitely fortuitous, when, for instance, the County and the War Office have to prepare a combined scheme for an institution in which both are concerned. The Home Office published in 1938 *A.R.P. Handbook No. 6*, indicating the A.R.P. Schemes which should be prepared by factories and business concerns, and it is probable that these individual schemes are now more advanced than any A.R.P. preparations in the country. Most concerns have instituted more or less efficient systems of shelters for personnel and control in emergency. Generally speaking the absence of meticulous audit to Home Office regulations has meant a higher standard of comfort and efficiency than is obtainable where every project has to conform to definite specifications in order to rank for grant.

But there is one respect in which *A.R.P. Handbook No. 6*<sup>1</sup> fails to advise, and that is co-operation with the local authorities, and it was not until *A.R.P. Circular 317*<sup>1</sup> of December, 1939, was issued on this subject

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<sup>1</sup> *A.R.P. Handbook No. 6* and *A.R.P. Circular 317/1939* are obtainable (at 6d. and 1d.) from any Government Stationery Office, but they are not necessary in this connection, except in so far as they amplify the requirements for factory schemes, etc., in greater detail than P.A.D. Pamphlet No. 3.

If further examination of the subject is desired, reference may be made to the following Home Office Circulars :—

701255/3 dated 27.2.37.—Definition of Defence Areas against air raids near naval ports and the Aldershot area.

64/1939 dated 23.3.39.—Appointment of Group Controllers to above areas to co-ordinate effort with the local authority concerned.

58/1940 dated 18.4.1940.—General arrangements to reduce expenses and manpower in civil defence personnel.

69/1940 dated 22.4.40.—Proposals for mutual assistance in Regional Civil Defence areas, referring in Para. 5 (ii) to a co-operation with the fighting services.

These proposals represent official consideration of the matter to date, but it will be realised that further more definite measures are now necessary.

that municipalities and firms were able to get into direct touch on a working basis. This Circular authorizes payment to factory operatives for time lost in assisting the local authority in emergencies, and on its basis Town Clerks are now in touch with the various workers' and employers' associations with a view to inaugurating working arrangements.

What is the object of these arrangements? Primarily to save money and man power. Every district maintains a war establishment of personnel for the various parties—wardens, stretcher bearers, rescue workers, decontamination squads, ambulance drivers, First Aid Post personnel, staffs for Report Centres and messengers. The numbers are based on populations and vulnerability in each area. Fixed percentages of these personnel may be paid. Efforts are made to use Council employees for rescue and decontamination parties, but this is not always possible, and men have often to be paid to stand by and do nothing. Now it is clear that in the event of serious raiding, work in factories and big firms will not continue at the same pressure, for many obvious reasons, and since many factories will not be hit, men can be made available for essential A.R.P. services under the Local Controller if they are properly organized beforehand.

#### THE ARMY SYSTEM OF PASSIVE AIR DEFENCE.

Now let us examine the *ad hoc* regulations for Passive Air Defence as laid down by the War Office in *Pamphlet No. 3 Passive Air Defence*, notified in *Army Council Instructions* of 29th March, 1939. This little work of 125 pages is a very succinct summary of A.R.P. measures already published in the various Home Office circulars, and is probably more up to date in correct practice than almost any other. But, it treats War Office installations as though they were *in vacuo*. True, lip service is paid on page 2 where three very short paragraphs admit the existence of an A.R.P. Department under the Home Office, and inform us that Local Authorities have to produce schemes for which they provide an A.R.P. Officer, in which schemes Police, Medical, Fire Brigade, etc., are allotted duties. "Business firms and 'other concerns' are encouraged and assisted in the preparation of their own schemes, based on that of the local authorities. In this way a series of sub areas is created which forms part of a co-ordinated scheme." The only other reference to the outside non-Service world is in the last paragraph of the book on page 88, headed "Co-ordination of Schemes." It reads "Close collaboration by military commanders and heads of establishments with the local Royal Navy, Royal Air Force and civilian authorities is of the utmost importance. The fields of their respective responsibility should be clearly defined:" a pious hope, not borne out in the text.

Apart from these two passages one wanders in vain through the various instructions for any reference at all to the elaborate, complete and effective A.R.P. arrangements which are in active being in every area in the British Isles not exclusively manned by one of the Services. Wardens, Police, Command, P.A.D. officers, communications, shelters, rescue parties, fire fighting, gas, cleansing, decontamination, casualty services, ambulances, stretcher parties and other services, are all dealt with satisfactorily as though the military formation in question were the only pebble on the beach, and not, as often, a tiny unit in a crowded area, unable perhaps to stand on its own feet without active support from the Town Hall. No hint is given as to how that unit could support the local A.R.P. under certain conditions by lending trained personnel for special services. It is quite true that the personnel may be skeleton or floating, and that it would not be safe to count on them. But this statement is relative. Even the most superficial co-operation could apprise both parties of the actual personnel position when an emergency occurred, and prepare contingent arrangements for mutual assistance.

Such, in brief, are the separate frameworks of the two A.R.P. systems.

#### AVAILABILITY OF MILITARY PERSONNEL.

Under existing orders, Service establishments continue their work until either the bombs begin to drop or anti-aircraft fire commences. This forms their "red warning," communicated to the civilian population by sirens and special telephone messages. Some units may have definite war-time duties, such as supporting the police. Others, like some Territorial drill halls, may be reduced to a caretaker, especially later as men go into camp for training. In the case of regimental depots, the men change rapidly on proceeding overseas, and training in Passive Air Defence work for those allotted definite A.R.P. duties is limited by the instructors available and the time schedule for recruits' instruction. It may be that additional personnel to assist the Town Hall could be trained by the Council's instructors—and this becomes a matter for negotiation.

There must always be a fairly large nucleus of men under training in technical establishments such as Signals, Tank Corps and R.A.S.C., and it may be possible to maintain semi-trained A.R.P. reserves for Civil Defence of the area who could be allotted such definite duties as dilution of certain rescue parties based on a neighbouring cleansing station. The General Staff do not favour the method of allotting squads to be at the disposal of the Town Hall at the Town Hall's pleasure. They

must be given more or less definite tasks which do not involve too much additional risk to men who have shelters in their own unit area. The War Office might hesitate to expose highly-skilled and key personnel like R.A.O.C. fitters to the same risks as unskilled A.R.P. personnel unless the circumstances of the emergency could be held to justify such risk. Yet R.A.S.C. and R.A.O.C. lorries might conceivably be earmarked as complete reserve rescue parties in certain areas. R.A.M.C. Training Centres might be able to lend personnel for First Aid Posts or hospitals if the ground had been previously explored.

Home Defence Units would probably be too fully employed to give much assistance, nor could the various troop units now billeted in the suburbs, who will probably be going into camp shortly. It must be remembered, too, that an Army Depot crowded with troops one week may be almost empty the next, and it would not be safe to count on such depot to perform an integral function in the local civil defence scheme. Mutual assistance is, in fact, not always practicable.

Enquiries show that so far attempts at local co-operation have been very few indeed. Yet it will be realised that when an area is being plastered with fire and gas and H.E., when the roads to bring outside assistance are blocked and for the moment the situation seems hopeless, the local controller, the factory and the unit will all be desperately anxious to know where they can turn for assistance. At the moment few of them know, and few would now be prepared to help the others in their turn by exposing valuable personnel already protected to help controllers or managers in whom they had neither confidence nor knowledge. Yet even apart from A.R.P. there is little doubt that more contacts between local authorities and Service units would on the face of it benefit all concerned, and tend to ease perhaps rather official negotiations on outstanding points of difference.

#### A PRACTICAL EXAMPLE

Let us take the example of a Royal Army Service Corps Transport Depot located in an Urban District. Presumably some contacts with the Town Hall have already been made, especially with regard to instructors and training. The Depot has its alarm scheme, shelter, fire and decontamination arrangements, etc. : so has the Urban District Council. It is here suggested that the Controller of this U.D.C. and the commanding officer have a preliminary consultation and exchange schemes. After further study on the help each could give the other, a conference would follow at which the P.A.D. Officer would be present. Definite contingent



suggestions would be recorded, which would include vehicles and personnel the Depot could in certain circumstances and localities loan to the Controller, who in his turn would agree to give assistance in such matters as policing, fire fighting and decontamination from one of his Depots in the event of bombs falling in the R.A.S.C. Depot Area. These suggestions would be considered by the District and Command H.Q. and discussed if necessary by these H.Q. with Regional Headquarters. Consultation, especially until this form of co-operation was more or less standardised, would be desirable with the County (Scheme Making) Authority A.R.P. Officer or Controller, although these U.D.C. internal arrangements would probably be accepted by this body as "Domestic" from the aspect of the General County Scheme.

In the early stages points of difference in principle might arise, such as guarantees by the Home Office being required before War Office skilled personnel could be exposed to risks in the local civil defence. It might even be necessary to appoint liaison officers at the A.R.P. Department of the Home Office at Horseferry House to consult with opposite members in the War Office, these links being represented suitably in Regional H.Q. and Scheme Making Authorities (Counties) and P.A.D. Officers in Commands and Districts.

The first step necessary is clearly a proper examination of the general principle of such mutual co-operation as between Home Office, War Office, and other Services less affected—like the Navy (especially at ports), Air Force (aerodromes), and Ministry of Supply (munition factories). If such examination of the subject as a whole discloses the need for suitable machinery being set up for the purpose, a joint circular on the proposed action in general terms would be issued by the Home Office and the Admiralty, War Office, etc. In this circular the general lines on which co-operation should be arranged locally would be drawn up, and Service units would be asked to formulate schemes in communication with Local Controllers and their own P.A.D. officers, etc. Such schemes would be approved by District and Command H.Q. if they conformed to the principles laid down in the joint circular, and would then also find a place in the schemes of the local authorities concerned.

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## THE SOVIET AIR FORCE AND THE WAR WITH FINLAND

THE air raids on Finland which accompanied the military invasion of that country have thrown some fresh light on the Soviet Air force. It has been possible for some time to make a fair estimate of numerical strength, but its value as a striking force has, of necessity, been largely a matter of conjecture. Lately, however, neutral observers in Helsinki and other Finnish towns have had opportunities of seeing this force in action, and their impressions seem to confirm certain theoretical conclusions at which various experts had arrived. It is generally accepted that numbers alone do not indicate the real strength of an air force, and that this cannot be assessed without first examining such factors as the age of the types of aircraft in service, the scale of reserves, and most important of all perhaps, the efficiency of the personnel and the condition of the material. There was reason to believe that as regards the latter, particularly, the Soviet air force was inferior to other European air forces; this has been borne out by the performance of the Russian airmen and aircraft in the war with Finland.

The following estimate of numbers and particulars of types of Soviet aircraft are mainly taken from an article in *La Guerre Aérienne* for January, 1940. According to this authority the Russians have 5,000 to 6,000 first-line aircraft available for use on the European frontiers, but the total number, including those in reserve and dispersed in Asia, amounts to between 10,000 and 15,000. The various types in the first category include:—

- (a) 1,800 to 2,000 single seat fighters of the type I.16. These are monoplanes armed with four machine guns and a maximum speed of 248 m.p.h. There is also a modified type with a slightly higher speed. They are easy to handle, have a retractable under-carriage, and their strong but simple design facilitates manufacture in bulk and at reasonable cost.
- (b) 1,200 to 1,500 twin-engined all-metal low-winged medium bombers of the S.B. type.

These have a maximum speed of 217 m.p.h., and carry a bomb load of 1,100 lbs., their range being 450 miles. They are somewhat similar to the "Blenheim" but have the disadvantage of rather cramped quarters. This type was chiefly used in the raids on Helsinki.

- (c) 1,200 reconnaissance machines of the types R.3, R.5, and R.6.

These are armed with from two to four machine guns, the R.6 having the maximum speed of 161 m.p.h.

- (d) 200-300 twin-engined all-metal low-wing medium bombers of the Z.K.B.26 type.

These have a maximum speed of 245 m.p.h., carry a bomb load of 3,300 lbs., and have a range of 1,600 miles.

- (e) 200 two-seat fighters of the DI.6 type, armed with six machine guns, two of which are fixed.

- (f) 150-200 single-seat fighters of the Z.K.B.19 type armed with one 20 m/m. cannon and two or four machine guns.

To this list should be added about 100 heavy bombers of the obsolete T.B.3 type, which have a maximum speed of only 130 m.p.h.

It can be seen from the above that the Soviet Union has no modern heavy bombers. The S.B.s and Z.K.B.26's compare not unfavourably with modern type medium bombers, and the I.16 fighters have a performance similar to that of our "Gladiators," which, judged by modern fighter aircraft, is relatively low. The general conclusion of *La Guerre Aérienne* is that it is improbable that the Soviet air force could for long maintain their initial effort.

#### AIRCRAFT INDUSTRY

The aeronautical industry is administered by the Commissariat for Heavy Industries, and production is spread over about fifteen military aircraft factories, and four which specialise in aero engines. For strategical reasons these are all established at a considerable distance from the frontiers. Both the quality and quantity of production is hampered for many reasons: the inexperience and indolence of the operatives; ignorance of the departmental chiefs who are chosen for their political views rather than for technical qualifications; interference by the Communist Party and Cheka in all branches of industrial organization; negligence of subordinates, which is often intentional. Frequent "purges" have eliminated many of the best aeronautical engineers, amongst them Grigarovitch and Polycarpov who collaborated in the design of the I.16, the fighter now most in use. The younger men are reluctant to show any enterprise or initiative, so that very little original work is now being done, and the industry concentrates on adapting foreign designs and manufacturing under foreign licences.

Even then the standard of production is poor owing to the carelessness and lack of technical ability of the workers. After his visit to Russia, Colonel Lindbergh expressed the opinion that about one-quarter of the aircraft in commission were not in a fit condition to fly.

#### PERSONNEL

Great efforts are made to popularize flying and to encourage young people to take it up. More than two hundred factories in Russia have their own flying clubs where the workers are given free instruction. There are thirty-two aviation schools for general flying training from which selected men pass into the military schools. The standard of instruction is often very low, while the majority of Russian pilots, previous to their flying training, do not attain a very high level of general education. The Finns are reported to have found simple multiplication tables placed with modern navigational instruments in some of the machines brought down. Examination of these machines also revealed the average Russian's lack of mechanical sense; engines and other parts were in bad condition, and it was obvious that the Soviet air force did not have the benefit of an efficient maintenance and repair service. In other respects also the Russian airmen suffered from lack of sound training and technical knowledge; formations frequently got lost, the bombing technique was elementary and their aim poor.

The standard of general education amongst the officers is little better; nevertheless, they are extremely conceited, and in general are more interested in spectacular feats, with the object of impressing other countries, than in promoting real efficiency in the service.

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## THE INTERNATIONAL SITUATION

### THE WAR IN NORWAY

**T**HE German army has, at last, left the cover of the Siegfried Line, and by overrunning Denmark and thrusting into Norway has opened up an entirely new theatre of war. If our first venture into that theatre was not the success hoped for, the fact remains that strategically the advantage is by no means all on the enemy's side. To begin with, it means a still further dispersal of his forces and resources to hold his new gains ; the internal security of occupied territory, which already included Austria, Czechoslovakia, and half Poland, must involve very big police measures, quite apart from the huge garrisons to guard the ever stretching land frontiers. It is true that a secure hold on the Southern part of Norway may provide the enemy with new aerodromes better placed for launching air attacks on this country ; but it should be realized that potential objectives in England and Scotland are just about the same distance for enemy bombers as those new aerodromes and other targets in occupied Norway are for our bombers.

The student of war, unlike the politician, does not, if he is wise, attempt to apportion praise or blame for an operation while it can only be viewed with a very short and narrow perspective. The justification for the allied thrust into and withdrawal from Southern Norway can only be gauged when all the technical and professional aspects of what was involved are fully known and understood ; the political reasons which impelled it are quite apparent ; but political expediency and military wisdom do not always go hand in hand. Whatever advantages or disadvantages may ultimately accrue from that venture, it should at least make us thankful that we were not already embroiled in Finland against Russia. When Finland was in desperate straits, the Allies were much criticized for not going to her help ; indeed, M. Daladier's government fell largely on account of that seeming inertia. But such help could only have been given by marching through Norway against her will—and possibly with her more or less active opposition ; it would have meant war with Russia and, therefore, an alliance between that country and Germany. As it is, the Soviet Union is now very much on guard against any further extension of Germany's latest aggression, while the forces which the Allies would have sent to Finland are still available to strike at the real enemy in a Norway no longer antagonistic or elsewhere.

In years to come this new campaign may well be regarded as the first real challenge of sea power by air power. On balance and in its own element, sea power has so far more than held its own ; notwithstanding losses from enemy air attacks, our ability to land and withdraw troops at



will during the earlier stages of the Norwegian campaign is a striking manifestation of the fact that the nation with the strongest navy is still at great liberty to choose the time and place for a landing. Furthermore, in spite of better placed air bases, the enemy's air forces were unable to protect his naval forces and transports from very grievous losses wherever our fleet could reach them.

What these operations do indicate already is the very great effect which air power can exert on land operations—a comparatively new factor since the last war; moreover, they illustrate yet again the old, old axiom that ships' guns cannot do more than control a fringe of territory for a very limited time—an axiom which many of our amateur strategists and a few professional enthusiasts either cannot grasp or persistently ignore. It is quite useless ships thrusting into enemy waters to cover a landing, unless when it is ashore the army can promptly stabilize its position. Under modern conditions, such as those which maintained in South Norway, that means the Air Force must be able to take over where the Navy leaves off. The security of sea transport to the site of the landing is a joint responsibility of the two Services, but in its own element the Navy is still the predominant partner; on shore it is the Air Force which must increasingly perform the role formerly played by artillery—both for attack and defence.

Sir Samuel Hoare, as Air Minister, has already pointed out that the enemy secured the initial advantage in the air because he occupied the only really good aerodromes in the South, while our aircraft had to fly the 600 miles or so across the North Sea or else operate from carriers. The side which gets there first always secures a valuable start in the race for the occupation of a country. The man who said, "I am prepared to commit perjury half-a-dozen times a day," and "I shall make any treaty I require; it will never prevent me from doing at any time what I regard as necessary for Germany's interest," and "There is no such thing as truth,"<sup>1</sup> and who can command the implicit obedience of a robot people, has, of course, the great advantage that he can always take the initiative. Denmark was a delectable larder which positively invited raiding, while its very configuration seemed to point the way to more iron ore: more butter and more guns; how could the super-brigand and his followers resist such temptations? But butter needs cows, and cows need foodstuffs, and Denmark has to import foodstuffs; so sea power controls that larder: after the contents have been gobbled up, Germany will be hungry once more—and so will Denmark.

In any event, we have got to face the fact that Norway has now become an important new theatre of war, where sea power and air power must go hand in hand in order to ensure success.

<sup>1</sup> Quotations from *Hitler Speaks* by Herman Rauschning—an original member of the Nazi party.

## ITALY

Sitting on the fence, making rude gestures at the Allies, are Mussolini and the leaders of that other form of Nazism and Bolshevism—Facism. He repeatedly threatens to join his friend Hitler in order to encompass the destruction of those who sought to obstruct his Abyssinian adventure. But first he wants to be sure that he is going to share in the fruits of victory. It must be a difficult decision to make if it is to be arrived at in the light of cool reason and not under the influence of those heady draughts of ambition which have destroyed most dictators. The Italian people had enough of war at the end of the Abyssinian campaign: it brought some prestige, but no profit; Abyssinia is an economic as it is a military liability, and only a doubtful political asset. They had more than enough of war after Mussolini's intervention in Spain had added still further to their financial burden without anything to show for it. The Court and the Vatican are known to be strongly against joining Germany, and they are supported by a very large part of the nation. If Mussolini should force his country into hostilities against the Allies, it will be the beginning of his own end and that of everything he has built up. When things begin to go wrong for Germany, Italy will be a nation divided against itself; if Germany were to win, Italy would be reduced to the condition of a vassal state: "We do not seek equality, but mastery," and "Germany is Europe," are two more of Hitler's dictums.

## OTHER NEUTRALS

What of the rest of the world? Belgium, Holland, Rumania and the Balkan States are fearful of what is in store for them. Spain is still bleeding from her wounds and wants no more war. Turkey is in good heart and determined to be master of her own fate. Last, but far from least, there is the United States—indignant at Germany's outrages of civilization and all international decencies, yet almost as much concerned with an approaching Presidential election as with the tiresome interruption of business which this new European war means.

Would that all these neutrals could realize *now* that their own future, no less than that of the Allies, is at stake; that until Germany is conquered, her pride humbled, and her Nazi leaders exterminated, there can be no guarantee of peace, prosperity or personal security anywhere in the world. Would that they could appreciate that their own interests would best be served if they all lined up *at once* with the Allies to make an end, once and for all, of the greatest pestilence with which mankind has ever been inflicted. Sooner or later it will be a world-wide fight for freedom against oppression. How much loss and suffering would be spared if those who want to see right triumph would unite in action against wrong without waiting to see whether the Allies will be able to do the job by themselves.

## DIARY OF THE WAR AGAINST GERMANY, 1940

14th January.—In consequence of German troop concentrations on the frontier, the Dutch Government suspended army leave and made certain defensive preparations. Further leave in the B.E.F. was also suspended.

Russian aircraft were more active than ever in raiding Finnish towns, Hangö and Tammisaari suffering considerable damage. Little fighting was reported on the various fronts; but in the Petsamo region, favoured by milder weather, Russian preparations for an advance were said to be in full progress.

15th January.—A German submarine was effectively bombed in the North Sea by an aeroplane of the R.A.F. Coastal Command.

Tension in Belgium and Holland relaxed, but both countries maintained their precautions. Leave in the R.A.F. (France) was suspended.

The British Government's reply was published to the Note of the twenty-one American Republics protesting against the violation by the belligerents of the 300-mile "safety zone" created by the Declaration of Panama on 3rd October, 1939.

Russian bombers continued their raids on Finnish towns, the worst sufferer being Viborg. There was said to be 58 degrees of frost on the Mannerheim Line, with a bitter wind, and operations were at a standstill.

16th January.—The Admiralty announced that H.M. submarines "Seahorse," "Starfish," and "Undine," all of which had been engaged upon "particularly hazardous service," had failed to return to their bases and **must be regarded as lost**. An official German communique stated that the "Starfish" and "Undine" had been destroyed by German defence measures in the Heligoland Bight, and that some of the crews were saved.

Defence precautions in Holland and Belgium were maintained although a calmer atmosphere prevailed. There were fresh reports of German troop concentrations behind the frontiers of the Low Countries.

Viborg was again bombed from the air by the Russians.

17th January.—The British Contraband Control announced that during the week ended 13th January, 3,364 tons of contraband goods had been intercepted and detained.

Lord Gort was reported to have said that if Belgium were attacked the Franco-British guarantee would "come into play like lightning."

A "black-out" from midnight till dawn of Helder, the Dutch naval base, was ordered.

Despite the extreme cold in Finland the Finns regained ground in the Salla region.

18th January.—Berlin reported that 4 officers and 26 ratings had been rescued from the British submarines "Starfish" and "Undine" destroyed in the Heligoland Bight.

Finnish reports of a considerable advance on the Salla front, showed that the new Russian attempt to cut the "waist-line" of Finland had received a decided check, after making substantial progress. Russian aircraft bombed Hangö, Turku, and other Finnish centres.

19th January.—On the night 18th-19th the R.A.F. carried out reconnaissance over North-West Germany.

An enemy aeroplane was attacked by R.A.F. fighters over the sea East of Aberdeen, and driven off.

In Finland bitter fighting was reported at Märkäjärvi (18 miles West of Salla) to which position the Russians had retreated. Russian aeroplanes were reported to have dropped a total of more than 1,000 bombs on 27 Finnish towns and villages.

20th January.—On the night 19th-20th the R.A.F. carried out another reconnaissance over North-West Germany.

R.A.F. aircraft of the Coastal Command sighted four German patrol vessels which opened fire. The aircraft dropped bombs, some of which fell very close to the enemy vessels.

In a broadcast speech Mr. Winston Churchill referred to the critical position of the small neutral nations in the face of German and Russian aggression. Only by the united action of all such members of the League of Nations, he said, could the war be brought to a speedy end.

Finnish reports indicated that the Finns were endeavouring to envelop the Russian forces at Märkäjärvi, and that the issue was still in doubt. Many places in southern Finland were heavily bombed from the air.

The Air Ministry gave a timely reminder to the nation that such air action as had taken place since the opening of hostilities was "mere skirmishing," and emphasised that German invention, as regards aeroplane performance and equipment did not stand still. We had to work hard to preserve those technical advantages which we undoubtedly possessed.

The news of the loss of three British submarines was an indication that our under-water craft had been engaged in hazardous offensive operations. All three vessels, which were of the small type (their total complements amounted to 108), had been working in waters very close to German naval bases.

Shipping losses by enemy action reported during the week included 4 British, 2 Swedish, and 1 each Dutch, Greek, Norwegian, and Danish vessels. German submarines appeared to be particularly active in mine-laying; but there was evidence that the almost continuous patrols of the R.A.F. had checked the operations of the German mine-laying seaplanes. The continued success of the convoy system was shown by the fact that **out of 6,363 allied and neutral ships proceeding in convoy only 12 had been sunk.** It was made known that the "Dunbar Castle" was not in convoy when she was attacked.

In Parliament on the 17th January the Minister of Economic Warfare gave an account of the far-reaching campaign—embracing practically all the world—against Germany's industrial, financial, and economic structure.

The British reply to the Protest of the 21 American Republics pointed out that the Declaration of Panama, 3rd October, 1939, creating a "300 mile safety zone" was neither effective nor recognized by the belligerents; also that "the legitimate activities of H.M. ships can in no way imperil, but must rather contribute to the security of the American continent."

If only to restore her military prestige it appeared that Russia was bound to renew her efforts against Finland without waiting for the Spring. Her repeated air offensives had caused much material damage in Finland and inflicted much suffering on the civil population, but had gained little military advantage.

Although tension in Holland and Belgium relaxed early in the week, the threats of a German invasion on the Low Countries had the beneficial effect of inducing them to co-ordinate their measures for defensive action.

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- 21st January.—The Admiralty announced that **H.M. destroyer "Grenville"** had been **sunk "by mine or torpedo"** in the North Sea. Casualties amounted to 8 ratings killed and 73 missing.

A British warship intercepted the Japanese liner "**Asama Maru**" outside Japanese waters and took off 21 German seamen.

A German naval announcement was broadcast to the effect that piloting services through the Baltic minefields were suspended.

In Finland fighting continued on the Salla front. North and South of Lake Ladoga the Russians began fresh attacks. A Finnish air raid on Kronstadt was said to have done considerable damage.

- 22nd January.—**H.M. trawler "Valdora,"** much overdue, was presumed sunk.

**Japan protested to Great Britain over the interception of the "Asama Maru."**

Holland instituted a rigorous press censorship.

In Finland the Russian attack at Taipale, at the southern end of Lake Ladoga, continued with powerful artillery support, in an attempt to turn the left of the Mannerheim Line on the Karelian isthmus.

- 23rd January.—Reports from Finland showed that Russian attacks on the Karelian isthmus and North-East of Lake Ladoga had failed with heavy loss. At Märkäjärvi, on the Salla front, the Soviet troops were resisting stoutly although threatened with envelopment.

In Paris M. Paderewski was elected President of the Polish National Council which, for the duration of the War, takes the place of the Polish Parliament.

- 24th January.—Enemy aircraft attacked unsuccessfully with bombs a cargo vessel off the Shetland islands and dropped bombs on the land without effect. They escaped in low cloud before R.A.F. fighters could make contact.

The Admiralty announced the loss with all her complement (15 officers and 173 ratings) of **H.M. destroyer "Exmouth," "sunk by mine or torpedo."**

The Finns reported the repulse of powerful Russian attacks on the Karelian isthmus and North-East of Lake Ladoga. Russian aeroplanes bombed many centres in northern Finland, causing many casualties in hospitals.

Leave for the Dutch army was restored.

25th January.—**The French reported the destruction of a German submarine** by one of their patrol vessels, and the scuttling, on being intercepted, of the German "Albert Janus" (1,600 tons).

Germany admitted that two neutral ships (one Greek, one Danish) had been torpedoed without warning, but claimed, as justification, that they were in convoy at the time. In neither case was this true.

**The registration of the 20-23 Age Group** under the National Service Act was **announced for 17th February.**

North-East of Lake Ladoga the Russians were reported to have resorted to night attacks (24th-25th January) without success. Pressure continued upon the Finnish defences in this region; Russian attacks at Märkäjärvi (Salla front) and on the Petsamo front were repulsed.

26th January.—The Finns continued to hold their own in the region North of the Karelian isthmus, Russian attacks, it was stated, having been repulsed with heavy loss. On the Petsamo front the Russians were reported to be consolidating their positions.

The French communique stated that during the week ended 20th January twenty French warships had arrested nine ships carrying a total of 15,600 tons of contraband.

27th January.—Mr. Winston Churchill, speaking at Manchester, intimated that the day might come when the Allies would take the initiative on a large scale. He spoke with confidence, but not with undue optimism, of the effect of the allied naval operations, and said that millions of new workers would be needed to reinforce the war effort at home.

Reports from Finland stated that the Russian forces which had been attacking North of Lake Ladoga were now in serious difficulties, their communications being under the fire of the Finns.

On the Western Front thaw and rain towards the end of the week severely limited patrol activity which had continued to be fairly active throughout the period of frost and snow.

Enemy attacks on neutral shipping continued with undiminished intensity. The week's British shipping losses included 3 steamers, 1 coasting vessel, and 1 trawler; 6 Norwegian, 3 Swedish, and 1 each Danish, Greek, Belgian, French, and Latvian ships were also sunk. From the beginning of the War up to 24th January the Norwegians had lost 32 ships (total tonnage 111,994), and the Swedes 26 ships (total tonnage 52,000). The loss in lives had been 150 and 100 respectively.

The 20-23 Age Group to be registered under the National Service Act was expected to furnish about 250,000 men.

After six days of heavy fighting the Russian attempt to turn the Mannerheim Line by attacks North and South of Lake Ladoga appeared to have failed with heavy loss. On the Salla front, above the "waist-line," the Soviet troops had been checked. The Russian policy of attempting to break down the morale of the Finnish population by repeated air-raids still continued, and a speedy reinforcement of Finland's air power became more and more urgent.

Speculation was rife in the allied and in neutral countries as to the future intentions of Germany and Russia. The Finnish war was causing a drain on certain Russian resources with which Germany hoped to be supplied, whilst Russia had great need of German engineers and other technicians to improve and develop her transport system. Supplies of Galician oil were not expected to go far towards supplying the necessity of Germany, who was reported to be making peremptory demands upon Rumania for oil and concluding an agreement to take large quantities of her oleaginous products (soya bean, etc.).

Revelations by the Vatican radio station of the appalling conditions in both German and Russian occupied Poland were said to have had a great effect on popular feeling in Italy.

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28th January.—Heavy snow and hard frost caused such transportation difficulties in Great Britain that leave for the B.E.F. was suspended.

From Finland it was reported that the Russian attacks North-East of Lake Ladoga continued, but on a smaller scale. On the Arctic front (Rovaniemi) the Finns were said to have received reinforcements and reliefs of Swedish volunteers; the Russians, also, appeared to be concentrating fresh forces.

29th January.—Three German aeroplanes which appeared over the Shetlands were met by anti-aircraft fire from the ground. They dropped twelve bombs which all fell into the sea.

Enemy air raids were made upon shipping off the East Coast; from fifteen to twenty machines were engaged and more than twelve ships and trawlers were attacked, including two lightships. Two British steamers, one of them at anchor, were bombed and sunk, and one British and one Latvian ship were bombed and wrecked. R.A.F. fighters chased the raiders away in many cases. Operations extended from the Shetlands to the Kentish coast.

In Finland fresh Russian attacks were repelled North-East of Lake Ladoga where the Finns claimed to have counter-attacked with success. About 200 Russian aeroplanes raided Finland, the greatest damage being done at Turku.

30th January.—Another enemy air-raid on shipping off the East Coast resulted in the sinking of one British merchantman and several trawlers. One of the raiders was shot down by an R.A.F. fighter.

**A German submarine** attacked a convoy and sank a British merchantman; the naval escort counter-attacked with depth charges and apparently damaged the submarine which escaped but was **destroyed later by a flying boat** of the R.A.F. Coastal Command.

Herr Hitler spoke in Berlin, his threats and insults being chiefly directed against Great Britain and British ministers; he boasted of his complete understanding with Russia and that his good relations with Italy were unimpaired.

A Finnish communique spoke of successful air attacks on a "certain harbour," presumed to be Kronstadt. Russian attacks North of Lake Ladoga were reported to be dying away and from the Salla front the only news was that the Russians continued to entrench. Russian aircraft bombed Viborg.

31st January.—In his speech at the luncheon of the National Defence Public Interest Committee, Mr. Chamberlain said that at home and overseas the British Army numbered over 1,250,000 men.

**The first War Casualty List** (Home and Overseas) issued by the War Office contained 758 names (60 officers, 698 other ranks). Of this total of dead, 719 were from accident or illness.

A Finnish success was reported North of Lake Ladoga and heavy fighting near Kuhmo, in the southern sector of the waist-line, where the Russians appeared to be in difficulties. Russian bombers were active in the North, four attacks from the air being made upon Rovaniemi.

1st February.—Reports from Berlin indicated that the complete crews of the British submarines "Undine" and "Starfish" had been saved, and were prisoners of war.

It was revealed for the first time that units of the Auxiliary Air Force were in France, 99 per cent. of the personnel of the A.A.F. having volunteered for service overseas.

The War Office announced that certain overseas defence battalions would shortly be sent abroad.

**It was announced by the Prime Minister that the Admiralty were to take over control of all shipbuilding.**

In Finland the fighting near Kuhmo continued, the Finns pressing forward slowly. The Russians again raided Rovaniemi and also delivered air attacks on Hangö and Kotku in the South. The Finnish air force was said to have carried out successful raids on the Russian bases at Baltiski (Estonia) and on the islands of Oesel and Dagoe.

**The Finnish Premier announced that Finland "was prepared to negotiate an honourable peace."**

2nd February.—Reports were received that the Russians had, on the previous day, "launched the most violent attack of the year" against the Mannerheim Line (Summa sector opposite Viborg) employing armoured sledges, heavy tanks, low-flying aeroplanes and smoke screens in the assault, following a very heavy artillery bombardment. Nowhere had the Finnish positions been breached, but fighting was still in progress. Viborg was bombed from the air.

In Belgrade the Balkan Entente (Rumania, Greece, Turkey and Yugo-Slavia) Council opened their seventh annual meeting. Their first act was to extend the Entente for another seven years.

A revival of hostile activities in Waziristan compelled the Government to consider rectifications of the present system of protection against lawlessness.

3rd February.—Repeated attacks by German aircraft on shipping off the East Coast resulted in several engagements in the air. **R.A.F. fighters shot down one enemy machine** off the mouth of the Tyne, and **another, forced to land** in Yorkshire, near Whitby, was set on fire by its crew before they were captured. Two more German bombers were severely damaged and may not have reached home. In all about nine British and neutral ships were attacked and twelve seamen were killed. One British ship was set on fire and one Norwegian vessel sunk.

Better weather conditions enabled leave to be reopened for the B.E.F.

The Russians were reported to have retreated to the positions from which their attack upon the Mannerheim line had been launched. Their losses were stated to have been severe, and the Finns claimed the capture of tanks and guns.

Heavy Russian air attacks were delivered on Viborg, where 500 bombs were dropped, and many other towns, the death roll being the heaviest for any one day since the beginning of hostilities.



In her war upon British and neutral shipping Germany now appeared to be relying chiefly upon air attacks carried out with characteristic inhumanity. There were reports of new and more powerful types of German aircraft, including a high-speed bomber with a speed of 311 m.p.h. and a range of 1,240 miles.

Shipping losses reported during the week were 4 British, 3 Danish, 3 Norwegian, and 1 each Swedish, Greek, and Latvian vessels.

On the Western Front a thaw had been followed by hard frost with heavy fog, and there was little activity either on the ground or in the air.

Germany's intentions in the Balkans remained doubtful. It seemed that with the connivance of Russia she was bent upon obtaining supplies by "diplomatic" pressure which the Balkan states might find it very difficult to withstand. There were reports from Russia of food scarcity, probably caused by transportation difficulties. The Balkan Entente which had affirmed its solidarity could be expected to seek a *rapprochement* with Bulgaria; German propaganda in Turkey was defeating its own ends.

A Vatican broadcast denounced the menace of Bolshevism, associating Germany with Russia as the common enemies, but the attitude of the Italian Government had not changed.

The continued resistance of Finland was regarded as important, not only to the Scandinavian countries but to the Allies, because of the danger of Northern Europe falling into the grip of a Russo-German coalition. Russian losses up to the end of 1939 were estimated to amount to 120,000 men, but no relaxation of the Russian effort was to be expected. Assistance in the form of aeroplanes, munitions, other war material and volunteers was reaching the Finns in increasing quantities, yet the situation was still critical. Owing to her limited man-power, Finland's resistance was liable to be worn down by the mere friction of continuous warfare even if she suffered no major defeat.

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4th February.—Russian attacks were repulsed in the Summa sector of the Mannerheim position and also North-East of Lake Ladoga, and farther North towards the southern region of the "waist-line." Air attacks were made by the Finns against the Russian communications and bases; Russian aircraft were not so active, but caused fires and other damage in some regions.

The conference of the Balkan Entente Council at Belgrade was concluded.

5th February.—The Admiralty announced the **sinking of H.M. mine-sweeper "Sphinx"** which foundered, with the loss of 5 officers and 49 ratings, in heavy weather whilst being towed into port with her engines disabled.

Speaking in Paris M. Campinchi, Minister of Marine, estimated that out of 53 German submarines which had put to sea at the beginning of the war, at least 40 had been sunk.

A meeting of the Supreme War Council was held in France.

News was received from Finland that the Russian 18th Division, which for over a week had been maintaining itself with difficulty at Kitela (North-East of Lake Ladoga) was practically destroyed. The Russian attacks on the Karelian isthmus had died away.

On the North-West Frontier of India three military cars were reported to have been ambushed by tribesmen on the Tochi road near Bannu; an officer and a sergeant were killed, and an officer, a civilian engineer and an orderly were wounded.

6th February.—A Portuguese liner was reported to have been stopped by a British warship which removed six German subjects and landed them at Capetown.

In the House of Commons Mr. Chamberlain explained that Great Britain was prepared to release nine of the Germans removed from the "Asama Maru," these men being "relatively unsuitable for military service." Meanwhile the Japanese shipping companies had been instructed by their Government to refuse passage to belligerent subjects belonging or suspected of belonging to the armed forces.

Reports from Finland showed that on the 5th the Russians had launched a heavy attack against the right and centre of the Mannerheim Line; over a hundred tanks were employed, but repeated efforts ended in complete failure with heavy casualties and the loss of 22 tanks. North of Lake Ladoga fighting continued on a front of 70 miles; the Finnish air force carried out reconnaissance and bombing raids. **On the Arctic front Russian parachutists were dealt with as they landed.**

7th February.—The motorship "Munster," Irish mail from Belfast to Liverpool, was sunk "by an explosion." There was no loss of life.

Many districts on the East Coast and one in Hampshire were added to the list of "protected areas."

Reports from Finland indicated that the Russian attacks against the right and right centre of the Mannerheim Line had continued without intermission. Though costly in the extreme and generally unsuccessful, a later message, from Stockholm, said that a "dent" had been made in the Summa sector. North of Lake Ladoga and in the Kuhmo region fighting was still in progress. Russian air raids had very much diminished.

8th February.—**The third Canadian contingent reached England**, having been conveyed in convoy without incident.

Finnish communiqués described the unsuccessful Russian assaults against the Mannerheim Line during the past few days and reported small successes of the defenders in the centre and southern sectors of the "waist-line." Russian air attacks had died down. A Moscow broadcast claimed that ships carrying arms to the Finns had been sunk by Russian submarines.

9th February.—German aircraft carried out another raid upon shipping off the East Coast, sinking H.M. trawlers "Fort Royal" and "Robert Bowen" with the loss of four officers and 18 ratings. Three merchant ships were damaged, but none sunk. **One enemy aircraft was driven down and crashed** on land in the Firth of Forth district; **another was shot down** by the R.A.F. about 100 miles out to sea; and **two more were known to have been severely damaged** in aerial combat.

The Admiralty announced that **two German submarines** which had attacked a convoy were both **sunk by one British destroyer** (afterwards stated to be H.M.S. "Antelope").

In Finland the Russians were reported to be attacking along almost the whole front of the Mannerheim Line with heavy loss in men and tanks; a Leningrad communiqué claimed that gun positions at two points had been captured. Heavy fighting continued North of Lake Ladoga and around Kuhmo on the "waist-line."

Turkey was reported to have dismissed over a hundred German engineers and technicians employed in her naval establishments; also professors from Istanbul University and Ankara Agricultural College.

President Roosevelt announced that he was sending Mr. Sumner Welles, Under-Secretary of State, to visit Rome and also "to observe conditions in the capitals of the belligerents." Mr. Cordell Hull, U.S.A. Foreign Secretary, stated that he was in consultation with the other neutral nations.

10th February.—The Finnish communiqués showed that the Russian attacks upon the Mannerheim Line were continuing with undiminished intensity ; and asserted that no lodgment had been made. The Finns were stated to have inflicted considerable loss on the Russians North-East of Lake Ladoga and near Kuhmo in the southern sector of the "waist-line."

A secret session of the French Chamber passed a motion of confidence in M. Daladier and the government.

H.M.S. "Sphinx," a mine-sweeping sloop of 873 tons, was completed in 1939. Her engines were damaged by a bomb dropped by one of the German air-raiders on 3rd February, but she would have reached port if it had been possible to tow her in through exceptionally heavy seas.

The losses in merchant shipping, reported during the week, were 4 British vessels (including a Canadian Pacific liner), 1 Norwegian, and 1 Estonian ship.

Up to midnight 4th-5th February British shipping losses since the outbreak of War were computed to amount to 505,998 tons ; to this total must be added allied losses, 76,689 tons, and neutral losses, 342,357 tons. As regards British shipping, new construction almost equalled, and promised soon to exceed, loss by enemy action.

The winter weather continued to circumscribe severely patrol activities on the Western Front. Since the beginning of the War the Maginot Line had been considerably developed in depth ; France, it was divulged, had nearly 6,500,000 men under arms.

There were persistent rumours and threats of a large-scale German attack against Great Britain, to be delivered by mine, aeroplane and submarine as soon as weather conditions became favourable in the early spring. This gave rise to the speculation as to whether such an enterprise would be combined with a limited land offensive in order to reach and occupy the coasts of Holland and Belgium.

In Finland the almost unceasing efforts of the Russians to breach the Mannerheim Line were imposing a very heavy strain upon the Finns and their resources. Moreover, the Russian air-raids were a severe trial of the morale of the Finnish civil population ; every town in Finland had been attacked, and Sortavala, behind the Ladoga front, was burnt to the ground by incendiary bombs in a raid on 4th February. Besides Russia's heavy losses in men it was computed that 308 aeroplanes, 564 tanks, 203 guns and 294 machine guns had been captured or destroyed by the Finns up to the beginning of February ; yet Finland stood in urgent need of aeroplanes, heavy guns, ammunition and reinforcements, the one

division of foreign volunteers available needing, it was said, to be quadrupled without delay. More man-power was also required in Finnish industry.

The rather negative result of the meeting of the Balkan Entente Council was only to be expected. Germany and Russia, both of whom profess to regard the Balkan states as subject to allied intrigue and pressure, expressed their satisfaction, but the decision of the four states to develop economic relations between themselves could hardly be palatable to Germany. The non-committal attitude of the Balkan *bloc* suited Italian policy.

From Istanbul came a denial that Nazi espionage and sabotage was the cause of the removal of the German technicians employed at the Turkish dockyards and naval bases. It was stated that the work of these experts had been completed and so their services were no longer required.

The announcement of the visit to Europe of Mr. Sumner Welles, U.S.A. Under-Secretary of State, caused much comment in the belligerent and neutral states. It was to be hoped that this mission, and Mr. Cordell Hull's discussions with other neutrals, would result in the U.S. Government and the American people obtaining a clearer appreciation of the issues of the War.

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11th February.—The Finns reported the repulse of fresh Russian attacks against the Mannerheim Line at Summa and Taipale, also the destruction of a large Russian transport column North-East of Lake Ladoga. Heavy snow had fallen in the Salla and Petsamo sectors. German ships, previously interned at Murmansk, were said to be assisting to supply the Russian forces on the Arctic front.

Lord Tweedsmuir, Governor-General of Canada, died at Montreal from injuries received by a fall at Government House, Ottawa, on 6th February.

12th February.—The crew of a German steamer set fire to the ship and scuttled her in the South Atlantic after being located by an aeroplane from a British warship.

**The first contingents of the second Australian Imperial Force and the New Zealand Expeditionary Force arrived at Suez. The departure was announced of the first echelon of the second N.Z.E.F. from New Zealand.**

Reports from Finland showed that Russian attacks—the most powerful yet made, against the Mannerheim Line, continued by day and night with unabated vigour. Fighting was severe in the region of Lake Muola and at Taipale as well as in the Summa sector.



13th February.—Another German steamer was reported to have been scuttled by her crew in the Atlantic after being intercepted by a British warship.

**The bulk of the second Australian Imperial Force arrived in Palestine from Egypt.**

Another "incident" was reported from the North-West Frontier of India: during a reconnaissance near Bannu one British officer and one sepoy were killed and five sepoys wounded in an encounter with 150 tribesmen who were stated to have suffered severely.

The Finns reported that they were counter-attacking at Summa and around Muola and Taipale, and had recovered most of the forward positions from which they had withdrawn; the Russian claim to the capture of "forts" and many guns and machine guns was denied.

14th February.—**The Admiralty announced the destruction of two German submarines.**

The French reported the capture of a German merchantman.

In the House of Commons Mr. Churchill said that he hoped that all British ships would soon be armed against the "murderous attacks" of German aircraft in the North Sea.

The Finns admitted that on the 13th the Russians had captured a few of their forward gun positions in the area East of Summa; but the Russian advance in this quarter had been definitely checked with heavy loss in men and material.

The Finnish Government issued a Note to all foreign Powers accusing the U.S.S.R. of having "gravely broken the fundamental rules of warfare." Categorical instances were given at some length and an appeal for "all possible assistance" against Russian aggression was made. M. Kallio, the Finnish President, told a meeting of foreign journalists that help was very urgently needed and that Finland's so far successful resistance must not be regarded too optimistically.

The British Government announced that a general licence had been granted to British subjects to enlist in the Finnish forces. It was reported that several thousand volunteers had already applied to serve.

15th February.—**Germany announced by wireless that in future all British merchant ships would be considered as warships and treated accordingly.**

The Russian attacks upon the Mannerheim Line showed no signs of slackening, and the Finnish communiqués implied that certain forward positions East of Summa remained in enemy hands. The latest Russian communiqué repeated a previous report of the capture of "sixteen of the enemy's defensive fortifications, including eight reinforced concrete artillery forts." Aircraft were very active on both sides. The Finns reported further small successes beyond Lake Ladoga and in the Kuhmo region.

16th February.—An aircraft of the R.A.F. Coastal Command bombed, and possibly destroyed, a German submarine.

On the previous day the German "**Altmark**" (an auxiliary vessel, with concealed armament, which had on board nearly 300 British seamen taken from the seven merchant ships sunk by "**Admiral Graf Spee**" before that warship met her end) was reported to be proceeding down the coast of Norway in an endeavour to reach Germany through territorial waters. R.A.F. reconnaissance located the ship on this day, and on being intercepted by H.M. destroyer "**Intrepid**," she took refuge in Josing fjord. Orders were given by the Admiralty, with the full authority of the British Government, to enter territorial waters, search the "**Altmark**" and rescue any prisoners found on board. After dark H.M. destroyer "**Cossack**" entered the fjord and her commander, on being refused the co-operation of the local Norwegian naval authority in an investigation of the case according to international law, laid his ship alongside the German vessel which went aground. After a short struggle, in which several Germans were killed, **the British prisoners were removed to H.M.S. "Cossack."**

During the afternoon the German tanker "**Baldur**," passing by outside territorial waters, was intercepted by H.M. destroyer "**Ivanhoe**" and thereupon scuttled herself "in approved German fashion."

The Finns reported that on the Karelian isthmus the Russians had penetrated their forward positions East of Summa and at two points between Lakes Muola and Vuoski. Marked progress was claimed by the Russians. North-East of Lake Ladoga they were repulsed with loss.

**Sweden announced that she had not departed from her attitude of strict neutrality, so could not provide Finland with military aid; also that she could not permit the passage through her territory of foreign troops intended for Finland.**

17th February.—H.M.S. "Cossack" arrived at Leith and disembarked nearly 300 British seamen rescued from the "Altmark."

The Admiralty issued the Protection of Exposed Personnel (Merchant Ships) Order, making provision for defensive armament of merchant ships against machine-gun attack by enemy aircraft.

The "Altmark" affair provoked a strong German protest to Norway and a Norwegian protest to Great Britain.

The Finns announced a withdrawal upon the isthmus front from the Gulf of Finland to Lake Vuoksi. Fighting had not slackened; the Russians claimed the capture of many field-works, and guns and large quantities of ammunition. North of Lake Ladoga and in the Kuhmo region the Finns reported successes. Russian aircraft were again very active over Finland.

The rescue of the British seamen from the "Altmark" was a fine feat of seamanship, and the boarding and release of the prisoners was carried out with much gallantry and enterprise. Norway was, and remained, unable—for fear of Germany—to fulfil her obligations as a neutral; our offer to assist in a proper inspection of the "Altmark" at a Norwegian port was not accepted, and we could not be expected to permit the free passage of British prisoners through Norwegian territorial waters to Germany. The "Altmark," originally classed as a warship by Germany, was built and armed as a commerce-raider.

Shipping losses during the week were 4 British vessels and 1 trawler; also 3 Danish, 2 Norwegian, 2 Swedish, 1 Italian, and 1 Dutch ships.

Germany attempted to justify her ruthless war upon neutral shipping by announcing that by submitting to the Allied Contraband Control a neutral ship forfeited her neutral status. Thereby a certain perturbation was caused in the United States of America, but so far Germany had confined her attacks to the vessels of her small neutral neighbours.

The Russian offensive against the Mannerheim Line had at last begun to show some results; but, considering the depth of the Finnish position—more than ten miles in most parts of the front—the loss of ground was comparatively unimportant to the defenders, whose morale remained as high as ever. Nevertheless the situation was critical, and it had become more apparent than ever that only foreign assistance on a large scale could ensure Finland against defeat.

The implications of a Finnish collapse, if patent to the Allies, were not yet realised by the Scandinavian countries, the Swedish government

making somewhat desperate efforts to affirm their strict neutrality, although national opinion seemed to express a truer conception of the situation.

A new trade treaty between Germany and Russia aimed at facilitating the exchange of German manufactured goods for Russian products such as oil, cotton and manganese. As some of these would have to be shipped by way of the Caspian Sea, Black Sea, and the railways of South Russia, transportation facilities remained an acute problem, whilst the Finnish campaign continued to make the first call on Russian resources. It might be that Germany anticipated the eventual delivery of timber from a conquered Finland; her need for oil was more evident and there were now rumours that the Nazi government, with the consent of Russia, was even looking towards the East for fresh supplies. In this connection the arrival of the second A.I.F. in Palestine, an important reinforcement to the allied forces in the Near East, was not without significance.

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18th February.—The capture of a German merchant ship by a British warship was reported.

It was revealed that the British Government had addressed a note to Norway regarding the "Altmark" affair. The Note justified British naval action and pressed for the internment of the "Altmark."

The Finns were carrying out reliefs of the troops occupying the new positions in the Mannerheim Line between the Gulf of Finland and Vuoski, and the battle appeared to be dying down. The Russians claimed to have advanced as far as Sainio (four miles South-East of Viborg) and spoke of the "pursuit of the enemy along the entire front." On the north-eastern side of Lake Ladoga the Finnish continued their successful operations. There were reports of renewed Russian air-attacks in South and South-West Finland, considerable damage being done.

19th February.—The Admiralty announced that H.M. destroyer "Daring" had been torpedoed and sunk with the loss, it was feared, of 9 officers and 148 ratings, only one officer and four ratings having been rescued.

Four trawlers, armed with machine-guns, beat off a German aeroplane which attacked them off the North-East coast of Scotland.

The capture of a German merchant ship by the French navy was reported.

The Norwegian Foreign Minister in a speech to Parliament attempted to justify Norway's treatment of the "Altmark" as being in accordance with international law.

The Finns announced the destruction of the Russian 18th Division North-East of Lake Ladoga and the capture of all its material. Both sides were active in the air, the Russians, in great strength, bombing the ports of southern Finland and the areas in rear of the Mannerheim Line.

20th February.—Three Grimsby trawlers beat off an attack by Heinkel bombers.

In his statement in the House of Commons regarding the "Altmark" affair the Prime Minister showed that Norway was not fulfilling her obligations as a neutral so far as Great Britain was concerned.

The Russians claimed that on the coast of the Gulf of Finland their advance had now reached the islands at the mouth of the inlet leading to Viborg. Finnish reports claimed the repulse of Russian attacks on the western half of the Mannerheim Line, also at and beyond Taipale. A message from Helsinki stated that another Russian division had been surrounded North of Lake Ladoga. The outskirts of Helsinki and Viborg sustained heavy attacks from Russian aircraft and there were many battles in the air.

21st February.—On the night 20th-21st, the R.A.F. reconnoitred the Heligoland Bight and attacked enemy warships with bombs. Enemy aircraft were engaged and one was believed to have been forced down. The homeward journey was made in very bad weather and one R.A.F. machine failed to return.

A heavy blizzard which began on the night of the 20th threatened to hold up operations in Finland. The Russians now reported that a decisive battle was imminent at Viborg where large forces were ready to assault when the artillery preparations had been completed. The Finns still denied that they had lost Koivisto and claimed the repulse of Russian attacks between the Gulf of Finland and Lake Muola and at Taipale. Both air forces had been active, the Finns bombing enemy communications and the Russians attacking the South coast and the south-western region of Finland.

Russian aeroplanes bombed the Swedish town of Pajala. A protest was promptly made by the Swedish Government.



On the North-West Frontier of India, at Sheikh Ziarat, a party of South Waziristan Scouts were reported to have been ambushed, losing three wounded. Punitive measures were successfully carried out by two columns of troops on this day.

22nd February.—German aircraft attacked trawlers in the North Sea, but did little damage and were driven off by machine-gun fire from the trawlers; R.A.F. fighters engaged the enemy who lost one aeroplane shot down into the sea, and another which crashed on land near St. Abb's Head.

The Admiralty announced the loss of H.M. trawler "Fifeshire" which had been bombed and machine-gunned by enemy aircraft.

Snow continued to fall in Finland, but fighting had continued on the Karelian isthmus, the Finns reporting the repulse of Russian attacks North-East of Muola and at Taipale. Finnish messages said that the Russians were within 18 miles of Viborg; reports from Copenhagen placed the Russian advanced positions at about 7 miles from the town; the Russians merely claimed the capture of more "fortifications."

23rd February.—During the night 22nd-23rd February, the R.A.F. **carried out successful reconnaissances over Austria and Bohemia.**

Russian attacks upon Viborg—the day being the 22nd anniversary of the Red Army—were stated to have been repulsed. Finnish communiqués described how attacks upon the Mannerheim Line between the Gulf of Finland and Muola had been driven back with heavy loss on the previous day; also at Taipale where the Russians had displayed great persistence. Russian air attacks upon the civil population in the region between Lake Ladoga and Rovaniemi were said to have been severe.

24th February.—During the night 23rd-24th February the R.A.F. **again carried out a reconnaissance over Bohemia**, visiting Pilsen and Prague, where many leaflets were dropped. **Extensive reconnaissances were also made over North-West Germany**, including Kiel, Hamburg and Bremen; on the return journey one aircraft made a forced landing in Belgium.

One of our aircraft was engaged by five Messerschmitts, but returned home safely after repulsing six separate attacks.

The Admiralty announced the loss of H.M. trawler "Benvolio," sunk by mine with the loss of her commander and nine ratings.

**The Prime Minister (Mr. Neville Chamberlain) defined the allied War Aims** in a vigorous speech at Birmingham.

The Norwegian Legation in London proposed to the British Foreign Secretary (Lord Halifax) that the "Altmark" affair be settled by arbitration.

The Finns reported the continuation of Russian attacks upon the Mannerheim Line—from the Gulf of Finland to Muola and also at Taipale—none of which succeeded. A Russian communiqué said that operations were hampered by snow-drifts and fog, but claimed the capture of more Finnish "fortifications," including "reinforced concrete artillery forts." In the far North a Russian encircling movement was said to have been checked with considerable loss, ski-troops being engaged.

The R.A.F. reconnaissances of Austria and Bohemia were conducted from French territory.

On 19th February Germany formally announced her withdrawal from the London Submarine Convention, an act which would have come more appropriately at the very beginning of the War before the "Athenia" had been sunk by a U-boat.

The "Altmark" affair helped to bring into prominence the general position of the small neutral nations of Northern Europe as regards the interference of the belligerents with their sea-borne traffic. The most that could be urged against the Allies was that enforced calls at contraband control bases exposed neutral ships to extra risk from German attack; but the Swedish Foreign Minister admitted that no Swedish ship had been lost in British or French convoy. On the other hand, these neutral nations, through fear and expediency, were suffering without more than formal protest the German abuse of their territorial waters and the loss by German action of ships, cargoes, and human lives. From the beginning of the War up to the middle of this week Sweden had lost in this way 32 ships (tonnage 64,000) and 243 seamen; Norway 49 ships (tonnage 168,527) and 327 seamen; and Denmark 19 ships (tonnage 73,000) and about 225 seamen.

Holland was reported to have strengthened considerably her defences against attack from the East, including measures to close the Limburg appendix to enemy movement. Throughout the country great indignation was felt at the German war on Dutch shipping.

Although the Russian attacks on the Karelian isthmus had made considerable, if very costly, progress, the Finnish defence was still intact; it was not yet certain that the island fortress of Koivisto had fallen.

Soft snow, with the thaw to follow, promised to give the Finns a badly needed respite, but although war material was beginning to arrive from abroad in considerable quantities, Finland's need for more men was as urgent as it was difficult to satisfy. Aviation reinforcements had had their effect, but the disruption of the life of the country by the persistent Russian air attacks upon civilian centres had become a serious factor.

There were persistent reports that allied warships were maintaining a special watch on the Arctic coasts of Norway and of Russian occupied Finland.

It appeared that Finland's continued resistance was having a restraining influence upon Russian and German ambitions in the Balkans. Germany was said to be having difficulty in obtaining her normal supplies of oil from Rumania.

Shipping losses by enemy action, reported during the week 18th-24th February, included 4 Norwegian (plus 1 set on fire), 4 Dutch (including 1 trawler), 3 British, and 1 each of Greek, Spanish, Finnish, Estonian, and Danish nationality.

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**25th February.—The first squadron of the Royal Canadian Air Force arrived in England.**

"Summer-time" began at 2 a.m. in Great Britain, France, and Eire.

Whilst admitting that their operations were impeded by snow and fog the Russians reported further progress on the Karelian isthmus and the occupation of the island fortress of Koivisto. The Finns claimed to have held their own along the Mannerheim Line, whilst inflicting heavy losses on the enemy, and also further successes North-East of Lake Ladoga. The Russians were active in the Petsamo region, both on the land and in the air.

A conference of the Scandinavian (Danish, Swedish and Norwegian) Foreign Ministers at Copenhagen reaffirmed the neutral attitude of their countries and decided upon joint action in negotiating with the belligerents regarding naval violation of international law.

**26th February.—**In Finland the Russians had begun an incessant shelling of Viborg which they also bombed from the air. The Finns had evacuated the city but their defence was still maintained in front of it; they admitted that the Kovisto fortress had been abandoned. The Russians reported the capture of many more

fortifications. A major engagement was said to be developing in the Petsamo region.

Mr. Sumner Welles, U.S.A. Under-Secretary of State, had interviews in Rome with Count Ciano and Signor Mussolini.

On the night 26th-27th the **R.A.F. made extensive reconnaissances over Germany**, visiting important seaports in her northern and Baltic areas; also western and central Germany, penetrating as far as Berlin. **Leaflets were dropped on Berlin, Cologne, and other centres.** All machines returned safely.

Other R.A.F. reconnaissances were made over the German North Sea coast and Heligoland; one aircraft did not return.

27th February.—**R.A.F. fighters shot down two Heinkel bombers**, one off the Firth of Forth and one off the coast of Northumberland.

German aircraft attacked four trawlers in the North Sea, but were repulsed by machine-gun fire; one of the enemy aeroplanes appeared to be severely damaged.

A German merchantman was reported captured by a British warship, which prevented the scuttling of the prize.

**The French destroyer "Simoun" was officially reported to have sunk a German submarine.**

A British steamer was reported to have been sunk by mine.

In the course of a speech introducing the Naval Estimates to the House of Commons the First Lord of the Admiralty (Mr. W. S. Churchill) stated that since the sinking of H.M.S. "Royal Oak" we had not used Scapa Flow as a naval base; H.M.S. "Barham," damaged by torpedo, and H.M.S. "Nelson" damaged by magnetic mine, would soon be fit for service again; we were now well equipped to deal with the magnetic mine; we had captured more cargoes in tonnage destined for the enemy than we had ourselves lost.

From India it was reported that a final settlement had been reached with the Shabhi Khel Mahsuds, some of whom had been responsible for the unrest in Waziristan.

The Finns announced the repulse of Russian attacks against the centre of the Mannerheim Line and Taipale; the Russians claimed the capture of much booty at Koivisto, also the destruction of more Finnish fortifications and the repulse of counter-attacks. In the Arctic area a Finnish withdrawal was admitted, in the face of a heavy land and air offensive, to positions about 60 miles South-West of Petsamo.

On the night 27th-28th the **R.A.F. carried out reconnaissances over Northern Germany, including Kiel and Cuxhaven. One aeroplane flew over Berlin and Hanover, dropping leaflets.**

28th February.—The first contingent of a pioneer unit, composed of Jews and Arabs, landed in France on its way to join the B.E.F.

The War Office announced that officers and men serving in France would have ten days' leave every six months if circumstances permitted.

In Finland the Russians continued their attacks against the Mannerheim Line, chiefly in the Viborg sector; they appeared to have made no further progress, although claiming the capture of "defensive fortifications" and "artillery forts."

**The first Canadian volunteers arrived in Finland.**

29th February.—The Finns admitted that Russian pressure on the Karelian isthmus had continued on the previous day when part of the Finnish forces between the bay of Viborg and Vuoksi withdrew to new positions. Heavy Russian attacks had been repulsed at Taipale, eastern end of the Mannerheim Line. The Russians claimed to have made fresh advances on the front between Vuoksi and Viborg and stated that their troops would consolidate positions about 4 miles from Viborg "before the final attack."

The Norwegian Foreign Minister announced in the Storting that Norway, Sweden, and Denmark would make separate démarches to the belligerent Governments asking them to cease illegal warfare; the three countries would support each other in protesting to Berlin against the sinking of their ships.

A message issued from the German Legation at the Hague threatened neutrals availing themselves of the "navicert" system.

On the night 29th February-1st March the **R.A.F. carried out a series of patrols and reconnaissances over enemy territory, including the Frisian islands and the Baltic ports of Kiel and Lubeck. A number of towns in north-western Germany—Hamburg, Bremen and Hanover—and the Cuxhaven and Brunsbützel bases were also visited, and one aeroplane reached Berlin. All aircraft returned safely.**

1st March.—German air attacks against shipping in the North Sea included a raid upon a convoy which suffered no harm.



From this day onward German coal exports to Italy were subject to detention by the British Contraband Control.

The Ministry of Economic Warfare refuted the statements made by the German Legation at the Hague in threatening neutrals who submitted to the British blockade.

In Finland the Russians announced the capture of many more Finnish positions on the Karelian Isthmus and stated that their troops had arrived within a mile and a quarter of Viborg. The Finns reported the repulse of Russian attacks along the whole front. There had been bitter fighting in the air; several hundred Russian aeroplanes were in action over South-West and Central Finland.

Mr. Sumner Welles arrived in Berlin and talked with Herr von Ribbentrop.

2nd March.—**Four German aircraft were brought down** over the Western Front, two by the R.A.F. and two by the French.

In the early hours of the morning German aircraft raided shipping in the North Sea but did little damage; in the Channel, however, **a German machine bombed the S.S. "Domala,"** setting her on fire. The vessel reached port but casualties were very heavy.

From Finland it was reported that the Russians had reached the outskirts of Viborg. Russian aircraft were active over southern Finland.

German aircraft, violating Belgian neutrality, engaged Belgian aircraft sent up to drive them away, shot down one and forced another to land.

In Berlin, Mr. Sumner Welles, U.S.A. Under-Secretary of State, held a long conversation with Herr Hitler.

There was considerable indignation in Germany because Norway's attitude to Great Britain was not more intransigent over the "Altmark" affair; intensified threats to neutrals who submitted to the British contraband control seemed to show that allied economic warfare was having its effect upon the enemy. The Copenhagen conference did little else but show the helplessness of the Scandinavian neutral nations. In the House of Commons on 27th February, Mr. Winston Churchill described the situation with his usual aptitude: "Apparently, according to the present doctrine of neutral states, Germany is to gain one set of advantages by breaking rules and to gain another through insisting upon the strictest interpretation of the international code. It is not at all odd that the British Government is getting rather tired of it."

Shipping losses reported during the past week included 3 British, and one vessel each of Swedish, Danish, French, Latvian, and Italian nationality. Published statistics showed that up to the 21st February over 10,000 ships had been escorted in convoy with the loss by enemy action of only 21; and during the last week of this period 225 neutral vessels had availed themselves of this protection, without any loss at all.

After three months of war, Finland's magnificent defence still endured. Viborg (Viipuri) was at last about to fall to the Russians, and its loss would restrict the use by the Finns of the Sortavala (on Lake Ladoga)—Viborg railway which runs close behind the front. Yet, the way to Helsinki was still barred, and apart from the Finnish withdrawal in the western half of the Mannerheim positions the enemy was everywhere held. There had been a considerable accession to Finland's air forces but she still stood in dire need of more guns, more munitions, and more men.

Signs of the failure of German propaganda were apparent in the Balkan countries where Russia's continued pre-occupation with Finland had had a good effect. Turkey, however, had taken full defensive precautions.

The visit to Europe of Mr. Sumner Welles gave rise to much speculation and discussion. Nevertheless, he "had no propositions to offer and no commitments to make on the part of the U.S.A.", as he came merely as the President's confidential observer, and his tour was not likely to influence the course of events.

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3rd March.—On the night 2nd-3rd March **the R.A.F. made another reconnaissance over Germany, visiting Berlin** and dropping propaganda leaflets. All our aircraft returned safely.

On the Western Front **the R.A.F. and the French Air Force each shot down a German aircraft.**

Over Kent one of our own aircraft was attacked by R.A.F. fighters, which mistook its identity, and was shot down.

In the early morning the Germans again made air raids on shipping in the North Sea but did little damage.

Reports were received that British warships cruising off Aruba (Dutch West Indies) had intercepted two German vessels; one had been scuttled, the crew of the other had tried to do likewise and the British prize crew were repairing the damage.

Along the front from North of Lake Ladoga to the vicinity of Salla, the Finns claimed minor successes; and details were

received of the final destruction of the Russian 34th Moscow Tank Brigade North-East of Lake Ladoga.

**4th March.—A German submarine was sunk in Schillig Roads by an aircraft of the R.A.F.**

An Italian protest against the British embargo on sea-borne coal from Germany to Italy was received by the British Government.

An enveloping movement across the ice of the bay, directed against Viborg, was defeated by the Finns. The air forces of both sides continued active, the Russians bombing several points in southern Finland. A Finnish success, with considerable loss to the Russians, was reported North-East of Ladoga and on the Petsamo front the Russians withdrew North of Nautsi.

Moscow broadcast an indignant denial of the allegations contained in the Finnish Note to the League of Nations, particularly of the accusation that Russian aircraft had systematically bombed civilians.

**5th March.—Five Italian ships carrying coal from Rotterdam to Italy were diverted to the Downs, the British control base, for examination.**

**British G.H.Q., France, issued its first communique.** It reported a small raid upon a British post, with losses on both sides.

The Russians succeeded in crossing the ice in Viborg Bay and in reaching the north-western shore. Farther West along the coast Russian troops had endeavoured to land 20 miles from Viborg, but had been driven back. The Finnish defence in the Viborg area was well supported from the air.

On the night 5th-6th March the **R.A.F. carried out a reconnaissance over north-western Germany**, including German naval bases. All our aircraft returned safely.

**6th March.—More Italian colliers were brought into the Downs control station. The cargoes of eight of these vessels were ordered to be detained in prize.**

The news was released that **the new Cunard-White Star liner, "Queen Elizabeth" (85,000 tons) had left the Clyde for New York on the 26th February.**

German aeroplanes attacked a lightship off the Norfolk coast without doing any damage.

The Australian Prime Minister (Mr. R. G. Menzies) announced that the Australian Imperial Force was to be expanded to the size of a Corps.

The Finns reported the repulse of Russian attacks across the bay West of Viborg (Viipuri) and at several points on the western sector of the Mannerheim Line; also small successes North of Lake Ladoga and at Kuhmo. The capture of several islands in the bay of Viborg was claimed by the Russians whose air force was said to have bombed several Finnish towns, killing many civilians.

7th March.—A German aeroplane was attacked by R.A.F. fighters and shot down about five miles off the coast of Aberdeenshire.

In the course of reconnaissances and patrols carried out by the R.A.F. three enemy patrol vessels near Borkum were attacked with bombs. At night a naval auxiliary vessel was attacked in the same way near Sylt. Two enemy aircraft engaged over the North Sea were seen to be hit.

Five more Italian colliers were intercepted and their cargoes detained in prize.

The "Queen Elizabeth" docked safely in New York.

German air-raids on shipping in the North Sea caused casualties in some of the six trawlers attacked; an Italian vessel was bombed and set on fire, one of the crew being killed. A Dutch motor-vessel was reported to have been damaged by air attack.

Introducing the "token" Air Estimates in the House of Commons the Secretary of State for Air (Sir Kingsley Wood) announced that the **R.A.F. had been doubled in fighting strength during the past year**; gave particulars of the enormous expansion of aircraft production at home and in the Dominions; and calculated that the Empire Training Air Scheme would furnish 20,000 pilots and 30,000 crews every year.

The Finns announced that the battle for possession of the capes at the mouth of Viborg Bay and of the islands on its north-western side was still in progress; but the Russians had met with no success in this quarter nor in their assaults against the Mannerheim Line and their endeavours to land farther West along the coast.

Persistent rumours were current of negotiations for an armistice, the mediation of Germany and Sweden being mentioned; Russia was said to have named her peace terms. A guarded statement was issued by the Finnish government but nothing was heard from Soviet official quarters.

Mr. Sumner Welles reached Paris and talked with President Lebrun and M. Daladier.

During the night 7th-8th March, the **R.A.F. carried out reconnaissance over** a wide area of **Germany** and reached **western Poland**, flying over the city of Posen. Propaganda leaflets were dropped.

8th March.—R.A.F. fighters brought down a Heinkel off the North coast of Scotland.

The Admiralty reported that a German merchantman had scuttled herself on being intercepted in the North Atlantic by a British warship.

In Finland the coast battle continued in Viborg Bay and farther West towards Kotka, the Finns reporting that all Russian attacks had been repulsed. The Russians were also said to have repeated their unsuccessful attacks against the Mannerheim Line between Viborg and Vuoksi, and to have suffered a reverse North-East of Lake Ladoga. On the Petsamo front the Russians reported that they had occupied Nautsi, 94 miles South of Petsamo.

Mr. Sumner Welles had interviews with various political leaders in Paris.

9th March.—Great Britain and Italy reached agreement regarding the detention in prize of the German coal shipped through Holland: the cargoes were to be released, and no more German coal was to be loaded.

The registration on this day of the 20-24 Age Group under the National Service Act involved nearly 324,000 men.

The Finns acknowledged that the enemy had captured some islands and gained a footing on the north-western shore of the bay of Viborg (Viipuri). Moscow reported the capture of five islands and considerable booty.

The Finnish Foreign Minister stated that the Russo-Finnish peace-talks would result in a decision by the 11th or 12th March.

Mr. Sumner Welles had talks in Paris with representatives of the Polish Army and Government.

During the night of the 9th-10th March the **R.A.F. carried out successful reconnaissance flights over Vienna and Prague.**



In penetrating as far as western Poland the R.A.F. carried out their longest reconnaissance flight of the war. It remained somewhat of a mystery why so many enterprises of this character had been carried through without meeting with enemy opposition in the air.

The agreement arrived at with Italy over her coal exports from Germany was generally regarded as satisfactory to both parties. The cargoes detained in the Downs had already been paid for by Italy.

The new Cunard-White Star liner "Queen Elizabeth" was said to have been sent to New York in order to make available for war work valuable dock space on the Clyde. After her safe arrival the fact was revealed that she had been fitted with the De Gauss "girdle" as a protection against the magnetic mine. The effect of this device, which was being generally adopted by our shipping, is to de-magnetize the hull of the vessel.

Particular interest centred in the first G.H.Q. communiqué from the Western Front by reason of the considerable success claimed by the Germans in this encounter. A later message from G.H.Q. gave our losses as 2 killed and 14 missing, believed captured—all of the Duke of Cornwall's Light Infantry.

That Finland should consent to negotiate with Russia was evidence of the strain which this gallant little nation had undergone in maintaining her successful resistance for over three months; it also seemed to show that the Finns had little hope of receiving effective foreign assistance.

Shipping losses reported during the past week included 5 British ships and 1 trawler, 3 of Danish, and 1 each of Swedish and Norwegian nationality.

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10th March.—The Admiralty announced that a German ship was intercepted by a British cruiser on the night of the 7th-8th March between Santo Domingo and Puerto Rico. The crew set fire to the ship and abandoned her. Later it was revealed that the prize crew had succeeded in subduing the flames and bringing the vessel to port.

Sir Brudenell White was recalled from retirement to become Chief of the Australian General Staff in succession to the late Lieut.-General E. K. Squires.

Fighting continued in Viborg Bay, where the Russians occupied a few small islands; they could not extend their footing on the north-western coast. Attacks against the centre of the Mannerheim Line were repulsed.

In Helsinki it was officially announced that M. Ryti, Prime Minister, and the Finnish delegation had left for Moscow on the 6th March, at the invitation of the Soviet Government. The delegation had held discussions with representatives of the Russian Government, but no decisions had been reached.

In Rome Herr von Ribbentrop, German Foreign Minister, was received by Signor Mussolini.

Herr Hitler spoke in Berlin at the Zeughaus during a ceremony commemorating the war dead; he swore that the war which had been forced upon Germany by France and England would be "converted into the most glorious victory in German history." Also he prayed that the struggle would end "with honour for the German nation."

Mr. Sumner Welles arrived in London from Paris.

11th March.—In the afternoon **a R.A.F. bomber successfully attacked a German submarine** at the entrance to Schillig Roads.

Mr. Sumner Welles had interviews with the Prime Minister and the Foreign Secretary, and was received in audience by H.M. the King.

In the House of Commons the Prime Minister stated that the Allies had already informed Finland that they would use "all available resources" to assist her if she should ask for further aid.

Russo-Finnish peace negotiations continued in Moscow.

Herr von Ribbentrop was received in audience by the King of Italy and, later, by the Pope. He had another interview with Signor Mussolini before leaving Rome where he had stayed two days.

12th March.—Speaking on the "token" Army Estimates in the House of Commons, the Secretary of State for War (Mr. Oliver Stanley) was mainly concerned with army administration; he announced concessions in allowances to soldiers' dependants. **The size of the B.E.F. in France had been doubled since November, 1939;** 200,000 men had enlisted voluntarily since the War began.

A Russian communique not only claimed progress beyond the bay, but stated that Soviet troops were entering the eastern and northern parts of Viborg itself.

Russo-Finnish peace talks continued in Moscow.

M. Daladier spoke in the French Chamber concerning the extent of French and allied aid for Finland, actual and in preparation.

Germany gave Norway a detailed pledge regarding her future treatment of Norwegian merchant shipping.

13th March.—A German merchantman was set on fire on being intercepted by a British warship "in Northern waters."

Mr. Sumner Welles again saw several Cabinet Ministers and talked with leaders of all shades of political opinion.

In the House of Commons the Chancellor of the Exchequer moved a vote of credit for £700,000,000 for war expenditure during year ended 31st March, 1941. He stated that **present war expenditure was about £5,000,000 per day.**

At a joint gathering held in Caxton Hall, Westminster, by the East India Association and the Royal Central Asian Society, an Indian shot dead Sir Michael O'Dwyer and wounded the Secretary of State for India (Lord Zetland), Lord Lamington, and Sir Louis Dane. The assassin was promptly arrested.

**A Russo-Finnish peace treaty was signed in Moscow** during the early hours of the morning. The Soviet government thereby received more than it had originally demanded of Finland.

At 11 a.m. both sides ceased fire in accordance with the peace terms. The Russians claimed to have occupied Viborg (Viipuri) in the early morning.

In his order of the day to the Army, Marshal Mannerheim spoke of the 15,000 Finnish dead and of the losses of the Russians—200,000 men.

14th March.—Mr. Sumner Welles left London for Paris, where on arrival he saw M. Daladier.

In the House of Commons the Secretary of State for War divulged that the number of skilled men released by the Army to industry was equivalent to one division; an equal number had been temporarily released.

The Swedish Foreign Minister announced that Sweden and Norway had agreed to conclude a triple defensive alliance with Finland.

15th March.—H.M. trawler "Peridot" was sunk by mine; there were no casualties.

Under the **National Service (Defence) Act** registration dates for **age groups 20-25 and 20-26** were fixed for the 6th and 27th April respectively.

The Russo-Finnish peace treaty was ratified by the Finnish Parliament.

Mr. Sumner Welles arrived in Rome.

16th March.—The R.A.F. made a special reconnaissance, without loss, over the Heligoland Bight. A number of German patrol vessels were sighted between Borkum and Heligoland and attacked with bombs.

The Air Ministry also announced that "during the past twenty-four hours" **the R.A.F. had carried out an extensive night flight over Polish territory**; and that a German aircraft had been damaged in combat with one of the Coastal Command.

At 7.50 p.m. **German aircraft made a raid upon the fleet anchorages at Scapa Flow**, about fourteen of them reaching their objective. Many bombs were dropped and one caused slight damage to a warship; the majority fell on land. Ships' batteries, shore defences, and fighter aircraft combined to drive off the enemy one of whom was shot down and others damaged. There were seven casualties to naval personnel; one civilian was killed and seven wounded.

H.M. trawler "Maida" was sunk by a mine, losing her commander and five ratings.

A system of rewards to non-service personnel for information concerning enemy naval activities (ships and mines) was announced by the Admiralty.

Mr. Sumner Welles was received by the King of Italy, conferred with Count Ciano and, later, saw Signor Mussolini.

As was to be expected the Russian peace terms left Finland in no condition to resist future aggression: the Karelian isthmus, including Viborg (Viipuri) city and bay, the Viborg-Sortavala railway, the Finnish shores of Lake Ladoga, were all ceded to Russia; and Hangö was taken over on lease to provide a Russian base. In addition, Finland lost territory in the "waist-line" and a railway was to be constructed to connect Kandalashka (on the White Sea) with Kemijarvi; the Rybachi peninsula became Russian; and the Arctic port of Petsamo was to be demilitarized and free passage to Norway allowed through Finnish territory.

During the week, interest shifted to the Balkans, where Germany made a manifest attempt—with Russian approval—to coerce Rumania and thus shake the Balkan Entente. There was no evidence, however, that German efforts had induced Italy to abandon her "non-belligerent" attitude.

The Germans were remarkably inactive both under and over the sea during the week ; but the Scapa Flow raid on the evening of Saturday, the 16th, was on a bigger scale than any before attempted. Most of the raiders appeared to have dropped their bombs indiscriminately on the land, but the usual extravagant claims were made by the enemy regarding the damage inflicted.

Losses for the week were only 3 British ships and 1 trawler, and 1 Dutch vessel.

The registration of the 20-25 and 20-26 Age Groups in April was expected to affect some 600,000 men, making a total of over 1,850,000 since the first group was registered under the National Service (Defence) Act in June, 1939. The "comb out" of skilled men from the Army to meet the needs of industry was complicated by the fact that a modern army has need of so many technicians ; arrangements were announced, however, for the training, in the Army, of semi-skilled men.

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17th March.—German aeroplanes attacked a Scottish collier and three : Scottish trawlers which drove them off, R.A.F. fighters taking up the pursuit.

. Lieut.-General Sir A. Wavell, commanding the British Forces in the Near East, arrived in South Africa for consultation with the Government and the military authorities.

The United States were identified with the general American protest against the interception of the German ship "Wakama" as having taken place within the 300-mile "safety zone."

18th March.—**Herr Hitler and Signor Mussolini met in the Brenner Pass** and conversed for about two-and-a-half hours, Ribbentrop and Ciano (Foreign Ministers) being present for part of the time.

Mr. Sumner Welles had an audience of the Pope.

19th March.—In the House of Commons the Prime Minister (Mr. N. Chamberlain) made a detailed statement of the circumstances under which allied, and particularly British, assistance was to have been sent to Finland and the preparations which were made.

Russia ratified the treaty of peace with Finland.

Mr. Sumner Welles saw Count Ciano before leaving Rome for Genoa to embark for the U.S.A.

At night the R.A.F. attacked and severely damaged the German air base at Hörnum, on the island of Sylt. Many tons of high explosive and incendiary bombs were dropped, direct



hits being obtained upon hangars which were set on fire. Oil storage tanks were also seen to be on fire and many hits were obtained on a light railway, the jetty, slipways, and other objectives. The attack was spread over a period of seven hours. Only one aircraft failed to return.

20th March.—In the morning a reconnaissance of the island of Sylt was carried out and, without casualty in spite of enemy fire, the extent of the damage done was amply confirmed by observation.

In the evening enemy aircraft attacked a convoy off the Scottish coast, but were engaged and driven off by the escorting warships and by aeroplanes of the Fleet Air Arm and the Coastal Command which had many encounters with the Germans in the air. One British merchant ship, three Norwegian ships, and a Swedish ship were damaged; but no British warship or aeroplane was hit. One of the Fleet Air Arm aircraft shot down a Heinkel and others of the raiders also suffered.

The Cunard-White Star S.S. "Mauretania" left New York for an unknown destination.

British G.H.Q. in France reported a successful patrol encounter beyond the Maginot Line, five Germans being killed and one captured. There were no casualties among the British who belonged to a battalion of the Lancashire Fusiliers.

Great Britain made a firm reply to the Italian protest regarding the operation of the Contraband Control.

The Daladier Cabinet resigned after sustaining a "moral defeat" in the French Chamber.

The Russian official news agency asserted that the proposed defensive alliance between Norway, Sweden and Finland would be "absolutely incompatible" with the Russo-Finnish peace treaty.

21st March.—H.M. submarine "Ursula" intercepted a German ship laden with iron ore eight miles off the coast of Denmark; after ensuring the safety of the crew, who got away in boats, the submarine sank the ship.

The Cunard-White Star S.S. "Queen Mary" left New York for an unknown destination.

A new French Cabinet was formed by M. Paul Reynaud.

22nd March.—A R.A.F. aeroplane was reported to have fallen in flames in Holland after having been engaged with several German aircraft over enemy territory.

A suspected submarine was attacked by warships escorting a British convoy off the west coast. The result was not known.

The Cromer Knoll light vessel was attacked by a German aeroplane which dropped bombs.

23rd March.—At night the R.A.F. carried out reconnaissance flights over extensive areas of north-western Germany. One machine failed to return.

A German collier was sunk by H.M. submarine "Truant" off the North-West coast of Denmark about midnight. Ample time was allowed the crew to take to their boats and they reached a Danish port safely.

In an address to a commission of deputies, King Carol of Rumania emphasised the need for a more powerful army in order to ensure the frontiers against invasion.

The R.A.F. raid upon Hörnum—one of the shore bases from which German aircraft were operating against our shipping—was carried out with admirable precision. It lasted from 8 p.m. to 3 a.m., approximately fifty aircraft attacking in successive waves and bombing from both high and low levels; in all about 42 tons of high-explosive and incendiary bombs were used. Although the enemy's shore batteries maintained a heavy fire throughout, his fighter aeroplanes showed a remarkable reluctance to engage and were not much in evidence. The raid was an effective reply to that which the Germans attempted on Scapa Flow on the 16th, when over 600 bombs were scattered indiscriminately over the countryside.

German propaganda did its utmost to minimise the success of the Hörnum raid, and also made absurd claims regarding the damage inflicted on the 20th, when a British convoy was attacked from the air. The statement that "nine warships and merchant ships of a total tonnage of about 42,000 were sunk," was pure fabrication.

The Prime Minister, in a frank and detailed statement regarding the British preparations to go to the assistance of Finland, said that a force of 100,000 men had been prepared for embarkation. The reason why the expedition was not despatched was the refusal of Sweden to permit the passage of allied troops through that country.

The resignation of the French Cabinet was occasioned by the action of a large number of deputies who withheld their support through chagrin at the failure of the Allies to prevent the defeat of Finland. Constructed on a broader basis, the new Cabinet might be relied upon to ensure a vigorous prosecution of the war, although some domestic political differences remained to be adjusted.

Although Moscow showed its disapproval of the proposed defensive alliance between Finland, Norway and Sweden, no strong united action by the three nations was to be expected in any case. To Russia, Finland remained a Baltic, not a Scandinavian state.

Much speculation arose as to the reason for the Hitler-Mussolini meeting. It was widely believed that it was concerned with German plans in the Balkans, and that Italy might have required some reassurance with regard to the part which Russia was expected to play. Later reports from Bucharest seemed to show that Germany's immediate aim was the economic domination of Rumania.

The toll of shipping losses for the week was : 6 Danish, and 1 each French, Italian, Dutch, and Norwegian ; no British.

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24th March.—The loss of H.M. trawler " Loch Assater," sunk by a mine, was announced. All the crew were rescued.

Norway announced that on several occasions British naval vessels had attempted to intercept German ships within her territorial waters ; a protest was to be made to the British Government.

25th March.—The Ahmedzai salient (Waziristan) was reported to have been completely pacified.

26th March.—On the Western Front the R.A.F. was reported to have had three separate **encounters with enemy aircraft, bringing down five and possibly two others.** One British " Hurricane " fighter was lost, the pilot escaping by parachute.

The S.S. " Mauretania " entered the Panama Canal.

Troops of the British Expeditionary Force began to take-over from the French a further sector of the Allied front in the West.

Mr. M. J. Savage, Prime Minister of New Zealand, died.

On the demand of the French Government M. Souritz, Soviet Ambassador in Paris, was recalled. An objection had been taken to the phraseology of a telegram addressed by the Ambassador to Stalin in connection with the Russo-Finnish peace treaty.

27th March.—During a reconnaissance over the North Sea aircraft of the R.A.F. Coastal Command bombed and sank an enemy patrol vessel.

News was received of the interception and the detention at Hong Kong of a Russian ship laden with suspected contraband. This was the second Russian ship so detained at Hong Kong, one having been brought in in January.

The French Admiralty announced that an explosion in the destroyer "La Railleuse" had killed seven of the crew; several others were missing.

Results, nearly complete, of the Canadian General Election showed an overwhelming majority for the same Liberal Government.

**At night the R.A.F. made an extensive reconnaissance of North-West Germany.** Two aircraft did not return.

**28th March.**—One of the R.A.F. aircraft which failed to return from the reconnaissance over Germany was reported to have been shot down by two Dutch fighters whilst flying over the Netherlands in the early morning. Of the crew, one was killed by jumping from the blazing machine, one was slightly injured, and the others were unhurt.

Shortly after mid-day an enemy aeroplane which approached the North-East coast of Scotland was shot down into the sea by R.A.F. fighters; another enemy aeroplane was badly damaged in an encounter with a British aeroplane over the North Sea.

At night an Aberdeen trawler survived an attack by eight German aircraft, although she had two men wounded and sustained considerable damage.

The German submarine "U 21," which had gone ashore at the southern extremity of Norway, was reported to have been interned.

In London the sixth meeting of the Supreme War Council was held. An announcement was afterwards made affirming that there would be absolutely united action by France and Great Britain when negotiating peace and that the terms would have to be such as would ensure to each "an effective and lasting guarantee" of their security; they also undertook to act in complete agreement in all spheres after peace was concluded until the liberty of peoples and respect for law was established in Europe.

**29th March.**—On the Western Front R.A.F. fighter patrols engaged strong enemy formations and drove them back over German territory, two of the German machines being shot down. A German reconnaissance aeroplane was attacked and partially disabled.

The War Office published a casualty list containing the names of 725 officers and men and 12 women, killed or died on active service.

In a speech to the Supreme Council of the Soviet Union, M. Molotoff, Prime Minister and Commissar for Foreign Affairs, defined Russian policy. He made many accusations against the Allies, but said "we must maintain our position of neutrality and must refrain from participation in the war between the Great Powers."

30th March.—The revenue returns for the year ending 31st March were announced to have exceeded the estimated yield (£995,000,000) of the Budget, September, 1939, by £54,000,000.

Sir John Gilmour, Minister of Shipping, died.

Much importance was attached to the sixth meeting of the Supreme War Council, attended by the new French Premier, as presaging a more vigorous prosecution of the blockade of Germany. The action of British submarines had already threatened the route by which the enemy brought Swedish iron ore from the Norwegian port of Narvik, and the German exploitation of Norwegian territorial waters was receiving the close attention of the allies who were obliged to consider the effects of the enemy's increasing terrorism of the small neutrals. A firmer attitude towards Russia was also anticipated, following reports of increased shipments of oil and other war supplies from America to Russia's Far Eastern ports. Two Russian vessels, detained at Hong Kong, had been handed over by the British to be dealt with by the French. Some significance might also be attached to the recall of the Soviet Ambassador from Paris.

M. Molotoff's speech was chiefly important as reaffirming the Russian intention to keep out of the war ; it certainly showed no sign of a friendlier attitude towards Italy.

From the allied point of view the situation in the Balkans had not deteriorated. Neither Russia nor Italy had shown any readiness to connive at German plans, and Turkey's attitude was serving to stiffen the Balkan Entente. The British Ambassador in Turkey and the Ministers in Budapest, Belgrade, Sofia and Athens were asked to return to London for consultation.

The result of the Canadian General Election could not be regarded as a mere party victory ; it showed that the vast majority of Canadians approved the war policy of the Liberal Government, although there had been free criticism of some of its actions.

Shipping losses reported during the week were : British, one steamer and one trawler ; Norwegian two ; Danish and Dutch, one vessel each.

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31st March.—A Spitfire of the R.A.F. Fighter Command severely disabled a German Dornier during an encounter over the North Sea ; enemy aircraft, which dropped no bombs, were driven from the neighbourhood of the Orkneys and Shetlands by R.A.F. fighters and by anti-aircraft fire from the land.

At night the R.A.F. carried out another reconnaissance over Germany, all aircraft returning safely.

1st April.—R.A.F. machines of the Bomber Command attacked enemy patrol vessels in the North Sea and brought down a German aircraft of the Junkers type.

In Germany " summer " time began at 2 a.m.

Russia incorporated the territory of eastern Finland, ceded by the peace treaty, with Soviet Karelia, under the new title of the Karelian-Finnish Federal Soviet Republic.

2nd April.—Three Hurricane fighters of the R.A.F. routed two Heinkels in an encounter over the North Sea, bringing down one.

German aircraft raided Scapa Flow at dusk, dropping bombs, two of which fell on shore. The enemy was driven off by the fire of ships and batteries and one was believed to have been brought down. No British ship was hit or damaged. Two civilians and a soldier were injured by shell splinters. Machine-gun bullets from the raiders struck two lighthouses—Duncansby Head and Stroma—but did no damage.

On the Western Front three R.A.F. fighters broke up a formation of nine Messerschmitt 110's and were reported to have shot down three of them.

The German merchant steamer " Mimi Horn " was reported to have been set on fire and scuttled on interception by British warships " in northern waters." The crew were rescued as usual.

Speaking in the House of Commons, **the Prime Minister foreshadowed an intensification of economic warfare ;** trade agreements made by the Allies with neutrals stipulated for a limitation of neutral exports, such as fats, to Germany ; purchases were being made from neutrals of selected commodities which would otherwise be acquired by Germany.

3rd April.—In single combat over the North Sea a British Spitfire brought down a Heinkel III and then itself burst into flames. The pilot landed on the sea and was rescued ; a flying boat of the Coastal Command engaged six enemy machines of the Junkers type and

shot one down into the sea. Another of the enemy was reported damaged and forced to land in Norway.

Enemy aircraft attacked two convoys in the North Sea. On the first occasion about 15 bombs were dropped without doing any damage and the raiders were driven off by aircraft of the Fleet Air Arm; the second attack was made by a single Heinkel which was repulsed in the same fashion.

A Norwegian ship was attacked by enemy aircraft but suffered little damage; two Aberdeen trawlers fought off attacks by bombs, aerial torpedoes and machine-gun fire; a third trawler was damaged and had to be abandoned.

On the Western Front three R.A.F. Hurricanes engaged two German aircraft, both of which were reported to have been shot down. One British aeroplane was disabled, the pilot escaping by parachute.

Changes in the British Cabinet were announced, Sir Samuel Hoare (Lord Privy Seal) exchanging posts with Sir Kingsley Wood (Air Minister). There were nine changes outside the War Cabinet, the only newcomer being Lord Woolton appointed Food Minister. Lord Chatfield resigned his post as Minister of Co-ordination of Defence and no successor was appointed.

General Sir Edmond Elles was appointed chief of the operational staff of the Civil Defence Services.

The Earl of Athlone was appointed Governor-General of Canada.

4th April.—R.A.F. aircraft of the Bomber Command penetrated the enemy defences in the Jade estuary and successfully reconnoitred the naval base of Wilhelmshaven, where a German warship was attacked with bombs. Farther South four enemy destroyers were attacked and damage was believed to have been done. All the British aircraft returned safely.

S.S. "Mauretania" arrived at Honolulu.

5th April.—S.S. "Mauretania" left Honolulu.

6th April.—Professor Koht, Norwegian Foreign Minister, expressed in Parliament Norway's determination to preserve her neutrality. As regards the Allies, he said that if they should demand the cessation of "free commercial exchanges" Norway might be dragged into war; and the same result might follow the "technical violation" of Norwegian neutrality by the British. He "expressed strong disapproval" of German terrorism at sea whereby Norwegian ships were sunk and Norwegian lives lost.

A report from Paris stated that Polish troops which had been holding out against the Germans in the forests round Radom had surrendered to the number of 45,000.

Of the German aeroplanes employed to raid our East Coast and East-Coast shipping, no less than 52 had been shot down by the 3rd April; many others had been damaged and may have failed to regain their bases. The success of the Sunderland Short flying boat against her much speedier opponents on the 3rd April was a brilliant affair.

Except for torpedoing a Norwegian collier without warning, enemy submarines accomplished almost nothing during this week. This might be attributed, in part at least, to the heavy losses sustained in the past months. The French Minister of Marine claimed 23 U-boat victims for the French Navy. Up to the 29th March, 14,934 allied and neutral ships had been escorted in convoy, and of these only 29 were lost by enemy action. The loss of the "Mimi Horn," scuttled by her crew, brought the total loss of the German mercantile marine to 303,946 tons.

In a speech on the 3rd April Marshal Göring spoke of a "decisive blow" in the West.

The reconstruction of the British Cabinet involved no great change, except that on the resignation of Lord Chatfield, it was arranged that a Committee formed of the three Service Ministers and the Minister of Supply should be presided over by the senior Service Minister, Mr. Winston Churchill, First Lord of the Admiralty.

The Premier's announcement regarding economic warfare was received by the small neutral nations, still fearful of Germany, with mixed feelings; but during the week trade agreements were concluded by Great Britain with Holland and Denmark. Some apprehension appeared to have been caused in the Scandinavian countries by a British Note delivered to Norway and Sweden, although its contents were not divulged. Professor Koht's speech was characteristic, displaying the usual reluctance to give offence to Germany whilst adopting a firm tone towards the Allies. According to Norwegian authority, shipments of Swedish iron ore through Narvik to Germany were decreasing rapidly month by month. In the Adriatic German ships, though fearful of the presence of British naval forces, were said to be loading Yugo-Slavian bauxite for Trieste. In the Far East the Japanese expressed some apprehension at the prospect of the British intercepting shipments from America to Vladivostok of commodities which might be destined for Germany.

Germany's attempts at the economic domination of the Balkan states by political blackmail and military threats appeared to have suffered a setback, whilst the Allies initiated measures to improve and extend their trade relations in this sphere, building upon a permanent basis.

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7th April.—During a patrol over the North Sea, the R.A.F. engaged a number of enemy fighters. One of the latter was destroyed and at least one other was believed to have been damaged. Two of our aircraft did not return.

**A bombing attack was launched by the R.A.F. upon strong naval forces of the enemy off Horns Reef.**

On the Western Front an R.A.F. fighter patrol encountered a strong enemy formation. In the combats which ensued one Messerschmitt 109 was shot down; no British aircraft was lost. The French brought down four German aircraft on this day.

8th April.—**In order to prevent a continuation of the abuse of Norwegian waters by German merchant ships, the Allies laid three minefields:** one to seal West Fjord (the chief approach to Narvik); one off Bod (South-West of Kristiansund); and one off Statland. The whole operation was completed by 6 a.m., and at that hour British and French Notes were handed to the Norwegian Foreign Minister, informing him of the action taken. The Norwegian Government at once protested to Great Britain and demanded the removal of the minefields.

The allied reasons for the laying of the minefields were broadcast to the world at 5 a.m., the announcement containing a severe indictment of Germany for her atrocities at sea.

Subsequent to the laying of the minefields **H.M. destroyer "Glowworm"** was engaged by greatly superior enemy forces and was presumed to have been **sunk in action.**

British naval forces were active in the Skagerrak. Two German tankers were reported sunk by submarine in the Oslo Fjord, their crews being saved; **a German transport** which refused the British demand for the troops on board to be put into the boats **was torpedoed near Kristiansand** with heavy loss of life.

In the evening German aircraft raided Scapa Flow but did no damage. **Five of the enemy were shot down** by the British fighters.

9th April.—On the pretext that by so doing she was undertaking their protection against allied attacks, **Germany invaded Denmark and Norway** in the early hours of the morning. Practically the whole of Denmark was occupied in the course of the day, very little resistance being offered. In Norway the Germans reported that after some fighting they were in possession of Narvik, Trondjhem, Bergen, Stavanger, Kristiansand and Oslo, where they had set up a "puppet" Nazi Government. Norway continued to resist.

**The loss of the German cruiser "Blücher,"** sunk outside Oslo, **and of the cruiser "Karlsruhe,"** sunk off Kristiansand, was reported from Sweden.

Great Britain and France at once promised their full assistance to Norway. A meeting (the seventh) of the Allied Supreme War Council was held in London.

During the morning **the battle cruiser "Renown" engaged the German battleship "Scharnhorst" and the cruiser "Hipper"** off the Norwegian coast. The engagement proceeded in a blizzard, and the "Scharnhorst," although hit, escaped with the aid of a smoke screen laid by the cruiser. The "Renown" had no casualties.

In the afternoon **the destroyer "Zulu" sank a German submarine** off the Orkneys.

In attacks by German aircraft two British cruisers were slightly damaged, and one **heavy bomb hit the flagship "Rodney."** She was "not affected in any way by the explosion." The destroyer "Ghurka" was badly hit and **sank** some hours later.

**A British submarine torpedoed an enemy cruiser** off the southern coast of Norway.

In the evening the **R.A.F. carried out bombing attacks** against German cruisers in Bergen Fjord. In spite of heavy anti-aircraft fire **one cruiser was hit** and seriously damaged. All the British aircraft returned safely.

10th April.—At dawn **five British destroyers attacked the enemy forces in Narvik**, encountering strong opposition, six German destroyers of a larger and more modern type being supported by shore batteries. One German destroyer was torpedoed and believed sunk; three were heavily hit and left burning; six supply ships were sunk and one vessel, believed to contain reserve ammunition,



was encountered and blown up as the British withdrew. The British losses were H.M.S. "Hunter," sunk; H.M.S. "Hardy" severely damaged and run ashore a wreck. Also H.M.S. "Hotspur" received serious damage, and H.M.S. "Hostile" slight damage. H.M.S. "Havoc" was untouched.

**The Fleet Air Arm raided Trondjhem harbour and one of their aerial torpedoes hit a German destroyer.**

In the evening two fighters of the R.A.F. discovered two German bombers about to alight on an aerodrome in Norway and attacked them with machine-gun fire. One enemy aircraft was destroyed and the other seriously damaged; in addition petrol tanks were set on fire and a third bomber damaged. Both British aircraft returned safely, engaging and severely handling another German bomber on the way back.

Two Hurricane fighters shot down two Heinkel bombers off the North-East coast; another fighter severely damaged a third Heinkel encountered at a great height over the English Channel.

Another **air-raid on Scapa Flow** was reported to have been made at dusk; no damage was done. **Four bombers were shot down by R.A.F. fighters and three by anti-aircraft gunfire**, whilst two more were badly damaged.

During the period 7th-10th April inclusive, the losses of the R.A.F. were stated to be two flying boats, one reconnaissance aeroplane, and three bombers. The number of German aircraft confirmed as having been destroyed was 19.

Belgium cancelled army leave, and Holland took further measures to secure her frontier.

At midnight 10th-11th the Russians handed over to the Finns the Arctic port of Petsamo in accordance with the terms of the peace treaty.

11th April.—In the evening the R.A.F. carried out two **attacks on the Germans in occupation of Stavanger aerodrome**. Bombs were dropped and much damage was done. One aircraft failed to return.

A Norwegian communique, issued from Elverum, where the Government had been established, reported that the defence of the country was being organized as mobilization proceeded; a German advance on Elverum had been checked; outside Bergen and Trondjhem the Norwegians were holding defensive positions; fortifications on the outer Oslo Fjord were still resisting on the previous evening.

In the French army leave was suspended.

The Stockholm radio station announced that mines had been laid on the western coast of Sweden, North and South of Gothenburg.

12th April.—**Extensive reconnaissances were carried out by the R.A.F. over Danish and Norwegian waters** in search of German naval forces. One formation of bombers penetrated Kristiansand Fjord and attacked two German warships, themselves encountering heavy anti-aircraft fire and fighter opposition. Another formation, proceeding North in the direction of Stavanger, was engaged by a large enemy fighter force. In the course of these hard fought actions four Messerschmitt fighters were shot down, two more were believed to have been destroyed, and others were damaged ; the R.A.F. lost eight aircraft and two others came down in the sea on the way home.

The Fleet Air Arm made a successful bombing attack upon German warships, transports, and supply ships at Bergen, doing much damage. One aircraft made a forced descent on the sea and had to be abandoned.

**The Admiralty announced that a new minefield had been laid in the North Sea, Skagerrak and Kattegat.**

A communique from the Norwegian High Command (broadcast from Stockholm) stated that the Germans had occupied Oslo and the immediate neighbourhood, but Norwegian troops were holding a line to the North and North-West of the town ; German forces controlled Kristiansand, Stavanger, Bergen, Trondhjem and two other coastal ports in southern Norway, but the rest of southern Norway was held by the Norwegians ; they also held all the North except Narvik.

13th April.—The R.A.F. again bombed Stavanger aerodrome and did considerable damage, also shooting down one German fighter.

At about noon H.M.S. "Warspite," accompanied by a **strong force of destroyers, advanced up Narvik Fjord** to engage the enemy naval forces and shore batteries. **Four German destroyers were shattered and sunk ; three others** which fled up the Rombaks Fjord were pursued, **engaged and destroyed.** Three British destroyers were damaged, but not seriously.

The mines laid by the Allies in Norwegian waters in order to check the abuse of those waters by German warships and merchant vessels barely anticipated the German invasion of Norway and Denmark, which

had obviously been planned well in advance. Denmark was, of course, helpless. The Norwegian ports were seized by treachery ; this marked the beginning of a hazardous venture : with the Allies in command of the sea the enemy must rely mainly upon his air communications to maintain his forces in Norway ; obviously he could not prevent landings of allied troops which were promptly sent to assist the Norwegians.

In the face of these events tension in Holland and Belgium increased, and Sweden, feeling that she might well be the next victim, made preparations for defence, but she showed no disposition to depart from her neutral attitude. To the rest of the world Germany stood revealed more clearly than ever as the ruthless aggressor. The Fascist-controlled Press of Italy alone paid lip-service to the prowess of their Nazi friends.

German naval losses during the first few days were very heavy. The Norwegian High Command reported the battleship "Gneisenau" (26,000 tons) sunk in Oslo Fjord ; a cruiser of 6,000 tons (possibly the "Emden") and several smaller units also sunk ; and the cruiser "Karlsruhe" (6,000 tons) sunk off Kristiansand. Secrecy was strictly observed regarding our own naval operations, but on 11th April Mr. Winston Churchill told the House of Commons that, since the 7th (exclusive of the ships sunk at Narvik on the 10th), the enemy had lost four cruisers, a number of destroyers, several submarines and more than a dozen other ships ; in the same period we had lost four destroyers.

It appeared that the enemy had been obliged to suspend his activities against merchant shipping at the outset of his new campaign, for sinkings during this week were negligible.

14th April.—At dawn the **R.A.F. again bombed Stavanger aerodrome with success**, many German aircraft being damaged, and also machine-gunned enemy seaplanes moored in Hafsford. **The Fleet Air Arm attacked Bergen**, setting one transport on fire, sinking a small store-ship, and severely damaging a large flying boat which burst into flames. One British aircraft did not return.

The Admiralty gave notice that a new minefield covering the entire Baltic coast of Germany and of German-occupied Denmark had now been laid.

The Germans announced the mining of the Great Belt and the Little Belt.

An Admiralty statement gave particulars of the operations which had been carried out by our submarines : **H.M.S. "Truant"** sank a German cruiser believed to be the

"Karlsruhe"? on the 9th; H.M.S. "Spearfish" successfully attacked the battleship "Admiral Scheer" early on the 11th; also ten transport and supply ships (total tonnage about 30,000) had been sunk and four more hit by torpedo, "result unknown." In addition, one ship of 8,514 tons and three trawlers had been captured by the Navy and two more ships had been scuttled by their crews, one on interception by a Norwegian destroyer co-operating with the British.

H.M. the King sent a personal message of sympathy to King Haakon and said that the allied Powers were bringing all possible help to Norway.

15th April.—**Stavanger aerodrome was again bombed by the R.A.F.** on the night of the 14th-15th and again on this day when two German seaplanes were sunk at their moorings.

Two R.A.F. machines on reconnaissance over the North Sea failed to return.

The Admiralty reported that British submarines had sunk two more German transports and had attacked an enemy convoy in the Skagerrak, "where four torpedoes found their mark."

It was officially announced that **British forces had landed at several points in Norway.** The Norwegian Government broadcast a message to the Norwegian people saying that the Allies were coming to their help, and ordered all military and civil authorities to enter into "the closest contact" with the British and French.

President Lebrun sent a personal message of sympathy and promise of assistance to King Haakon of Norway.

16th April.—On the night of the 15th-16th the **R.A.F. made a further attack on Stavanger aerodrome,** causing two extensive fires. All our aircraft returned safely.

Speaking in the Senate, M. Reynaud, French Prime Minister, said that allied troops landed in Norway had already established contact with Norwegian troops.

It was announced in the House of Commons that a **British force had been landed in the Faroë islands** by agreement with the local authorities.

17th April.—During the night 16th-17th the **R.A.F. bombed Trondhjem aerodrome,** causing a large fire. An attack was also made upon the enemy seaplane base in that vicinity.

In the early morning **British naval forces bombarded Stavanger aerodrome** for an hour and twenty minutes, an aeroplane "spotting" for the warships. One cruiser was subsequently hit by a bomb and received some damage.

A Norwegian communique stated that the British troops which had landed in the North had made contact with Norwegian troops. The British landings were admitted by the Germans.

The Admiralty announced that **H.M. submarine "Thistle"** which had been operating in the North Sea was considerably overdue and must be **presumed lost**.

18th April.—The Air Ministry again reported operations against Stavanger where much damage was done amongst enemy transport aircraft, as the result of two raids. In the course of general operations off the Norwegian coast three British aircraft were presumed to have been lost.

The War Office announced that "the landing of British troops in Norway continues"; contact had been made with Norwegian forces. Reports from Sweden stated that **British troops had landed at Namsos**, 80 miles North of Trondhjem.

Reporting the activities of the Fleet Air Arm, the Admiralty stated that a German transport had been sunk and a submarine hit on the 16th; and on the 17th two German aircraft were shot down and three damaged.

19th April.—The Admiralty announced that H.M. destroyer "**Eclipse**" had reached her base safely, after having been damaged by a bomb which burst near her.

20th April.—The War Office stated that operations in Norway were "proceeding according to plan." French troops had arrived and allied forces had occupied certain points of vantage. A French official communique announced that "French troops have landed and are taking part in the operations."

British naval units and transports were reported to have been attacked intermittently from the air without suffering damage. Three German aircraft had been shot down and others damaged. Our submarines had attacked a German convoy and torpedoed two transports.

As a result of encounters over the Western Front the **R.A.F. shot down four German aircraft**; another was believed to have been destroyed.



Two British ships were sunk, it was believed by mine, off the South-East coast.

At night **the R.A.F. successfully bombed the German-occupied aerodrome at Aalborg** (Northern Denmark), also attacking the **aerodromes at Stavanger and Kristiansand**, where damage was also done at the seaplane base nearby.

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As was to be expected, unremitting attacks, chiefly by air, were continued upon the Norwegian aerodromes which had been seized by the Germans. The Danish aerodrome at Aalborg, attacked on the night of the 20th, was another valuable German air base. The efforts of the enemy to supply and reinforce his troops by air were thus hampered. Allied submarines were also kept operating against his sea communications, and sank a number of transports. Although no quick or easy success was to be anticipated the Norwegian campaign, following the German *coup*, might be said to have opened well.

Throughout the week intermittent sea and air warfare continued off the Norwegian coast and at the entrance to the Baltic. Of necessity great secrecy was observed as to the points of landing in Norway of the allied troops. That all were disembarked without loss showed that both on and under the sea in western Norwegian waters, and also in the air, the allied forces were in the ascendant.

German reports of the operations at sea, in the air and on land in Norway were as mendacious as was to be expected, but the Norwegian communiques and some reports from Sweden began to give a clear idea of the situation. At Narvik the isolated German force appeared to be in a precarious position. A slow but persistent enemy advance eastward from Trondhjem was said to be approaching the Swedish frontier. North of Oslo the German efforts to extend the area of occupation appeared to be meeting with considerable resistance, although the capture of Kongsvinger, near the Swedish border, was reported. In South-West Norway, between Stavanger and Kristiansand, the invaders were also meeting with opposition. It had to be remembered that the Norwegian forces were scanty in number and not well equipped or munitioned.

Meanwhile British sea traffic had continued with little loss or interruption. During the week ended on the 10th April, 771 British, 51 allied and 228 neutral ships were convoyed without loss. On the other hand the Norwegian venture had increased the loss of German merchant shipping to over 400,000 tons.

## CORRESPONDENCE

[Correspondence is invited on subjects which have been dealt with in the JOURNAL, or which are of general interest to the Services. Correspondents are requested to put their views as concisely as possible, but publication of letters will be dependent on the space available in each number of the JOURNAL.—EDITOR.]

### RANKS AND MEDAL RIBBONS OF THE FIGHTING SERVICES

TO THE EDITOR OF THE R.U.S.I. JOURNAL.

SIR,—On page 190 of your February 1940 issue, a small publication under the above title is reviewed. Far be it from me to claim that it commits no errors, or that it omits no information which, even within its narrow limits, might have been given; but your reviewer has chosen to criticize it upon two particulars, in both of which it happens to give quite correct information!

(a) The ribbon worn with the Victoria Cross is crimson for the Royal Navy as well as for the Army and the Royal Air Force. This has been the case since, I believe, some period during the late war, and confirmed by H.M. King George V in a Warrant dated 5th February, 1931. (See Half Yearly Army List, page 1674, under the headings "Secondly" and "Sixthly (1).")

(b) The Most Distinguished Order of St. Michael and St. George is very definitely, "generally speaking," awarded for "diplomatic, Colonial or Dominion Services," in spite of the fact that the "majority of the substantive Colonels and Lieutenant-Colonels" received the Order during the Great War 1914-18. Not many, however, were decorated with this Order after the creation of the Most Excellent Order of the British Empire during the late war, and the statement of the compiler of the publication under review cannot really be questioned.

On the other hand, criticism might fairly include:

- (a) The lay-out of rank distinctions might have been made in parallel form, showing the equivalent ranks of the three Services;
- (b) The distinction between the Gorget Patches worn by General Officers and those worn by Brigadiers and Colonels might have been revealed;
- (c) The red Gorget Patch does not indicate "Staff," as shown, but is worn by a General Officer, Brigadier or Colonel who has been promoted to one of those ranks from the Cavalry, Royal Artillery, Royal Engineers, Royal Corps of Signals, Infantry or Royal Army Service Corps;
- (d) Why refer at the bottom of page 12 to "Medical," "Veterinary," etc., and then to "Pay Corps"? These references should be consistent. The reference to a bright blue Gorget Patch is obsolete. The Staff for Royal Engineer Services was disbanded many years ago;
- (e) The page devoted to armlets or brassards is very confusing, and could be quite simply shown in half the space. Further, they are worn by Brigadiers and Colonels who hold appointments for which brassards are authorized, but not by General Officers. Line 1 on page 13 is wrong;
- (f) The order in which the various branches of Headquarter Staff and the Services, in describing both Gorget Patches and Brassards, should be in some sort of sequence in both cases, say Army List order.

There are many other remarks I might add, but I forbear.

T. A. WOODS,  
Lieut.-Colonel.

11th March, 1940.

**FIRST BRITISH AIR ACTION OF THE WAR**

TO THE EDITOR OF THE R.U.S.I. JOURNAL.

SIR,—Your excellent frontispiece to the February JOURNAL depicting the First British Air Attack of the War has the sub-title "Raid on Kiel, 4th September, 1939." Surely this should read "Kiel Canal": the War Diary in the JOURNAL for November, 1939, page 812, makes it clear that this raid was made on Brunsbüttel which lies at the southern end of the Canal, whereas Kiel is near the northern end.

Incidentally, the naval base at Wilhelmshaven shared in the honour of this raid.

"OBSERVER."

[Our Correspondent is quite correct in his criticism.—EDITOR.]

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**THE GOLD COAST AND THE WAR**

TO THE EDITOR OF THE R.U.S.I. JOURNAL.

SIR,—Mr. Donald Cowie, writing in the November JOURNAL, on "Rearmament in the Colonial Empire," devotes a paragraph to "The Royal West African Frontier Force." In the composition of the Force as given by Mr. Cowie, the second largest regiment—The Gold Coast Regiment—remains unmentioned. Nor can I find any reference to the Colony itself. This Colony has by no means been backward in its contribution to defence in the past, and especially is this so during the last two years.

At a time like the present it is not desirable to give details of the composition of The Gold Coast Regiment, but there can be no harm in stating that the fighting in Africa during the war of 1914-18 proved that the soldiers from The Gold Coast were second to none. These soldiers are longing for the opportunity to once again prove themselves.

As regards the Colony: it may be small, as size goes in Africa, but its contributions to the Empire of gold, manganese and cocoa are at the present time of immense value.

I. R. BRUCE,

*Lieutenant-Colonel,*

*March, 1940.*

1st Bn. The Gold Coast Regiment, R.W.A.F.F.

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## GENERAL SERVICE NOTES

### CO-ORDINATION OF DEFENCE

On 3rd April, among other changes in the Government, it was announced that it was not proposed to appoint a Minister for Co-ordination of Defence in succession to Lord Chatfield. Arrangements were made under which the First Lord of the Admiralty, as the senior Service Minister concerned, will preside over the Committee of Service Ministers which meets regularly, with the three Chiefs of Staff as advisers.

### VICE-CHIEFS OF STAFF

An official announcement on 22nd April stated that H.M. Government have recently been considering the pressure upon the time and energy of the Chiefs of the Staffs; it is clear from recent experience that, as the War develops, this strain is bound to increase. Air warfare alone makes this inevitable, and, indeed, the effect of air warfare is to necessitate, in greater or less degree for all three Services, a 24-hour shift. On the assumption that the strain may be prolonged it has been thought essential to take steps to relieve it to the greatest possible extent.

For this purpose, with the approval of His Majesty the King, the following new appointments have been made in the three Services:

*To be Vice-Chief of the Naval Staff:*

Vice-Admiral Tom S. V. Phillips, C.B., at present Deputy Chief of Naval Staff.

*To be Vice-Chief of the Imperial General Staff:*

General Sir John G. Dill, K.C.B., C.M.G., D.S.O., at present commanding the First Corps in France.

*To be Vice-Chief of the Air Staff:*

Air Marshal R. E. C. Peirse, C.B., D.S.O., A.F.C., at present Deputy Chief of the Air Staff.

The holders of the new posts will be members of the Board of Admiralty, the Army Council, and the Air Council respectively. They will be available for consultation by the subordinate Staffs when the Chiefs of Staff themselves are at meetings or otherwise engaged; they will also be available to attend meetings of the War Cabinet at which the Chiefs of Staff are unable to be present, and will thus form a link between the War Cabinet and the Chiefs of Staff (and *vice versa*).

The arrangements now announced are not intended to interfere in any way with the position of the Chiefs of the Staffs as the principal advisers to the political heads of the Services.

## NAVY NOTES

### GREAT BRITAIN

#### H.M. THE KING

**RIVER PLATE ACTION—DECORATIONS.**—On 23rd February, the King, who was accompanied by the Queen, was present on the Horse Guards Parade to inspect the officers and ships' companies of H.M.S. "Ajax," Captain C. H. L. Woodhouse, and "Exeter," Captain F. S. Bell, after their return to England from service in the River Plate action. The King decorated a number of officers and men with the orders, decorations and medals which had been awarded to them.

**VISIT TO CHATHAM.**—On 21st February, the King visited the Dockyard, Royal Marine Barracks, and Royal Naval Barracks at Chatham. At the R.N. Barracks, 1,500 naval ratings paraded before him and marched past. A number of decorations were conferred.

**WEST OF ENGLAND TOUR.**—During a tour in the West, the King and Queen visited Bristol on 8th February and Cardiff on 9th February. While at Cardiff their Majesties talked with a number of Merchant Navy captains, and went on board a collier.

**SCOTTISH TOUR.**—From 26th to 28th February, their Majesties made a tour of Scotland. They spoke with five men from the "Altmark," and with survivors from ten vessels sunk by mine, torpedo or enemy aircraft. They also visited a number of armament firms and shipyards.

**DOVER PATROL.**—On 14th March, the King spent several hours inspecting the work of the Dover Patrol, during which he boarded two vessels, one equipped for anti-submarine duties and the other with the latest equipment for sweeping magnetic mines. Later in the day, His Majesty saw officers and men of the B.E.F. arriving on leave at a South Coast port.

#### BOARD OF ADMIRALTY

**D.C.N.S. PROMOTED.**—The Admiralty announce that the promotion of Rear-Admiral Tom S. V. Phillips, C.B., Deputy Chief of the Naval Staff, to the acting rank of Vice-Admiral in H.M. Fleet, to date 7th February, has been approved.

**ADDITIONAL A.C.N.S.**—It was announced on 8th April that the King had approved the appointment of Vice-Admiral Sir Geoffrey Blake, K.C.B., D.S.O., to be a Lord Commissioner of the Admiralty and additional Assistant Chief of Naval Staff, to date from that day.

**PARLIAMENTARY AND FINANCIAL SECRETARY.**—On the 3rd April Sir Victor Warrender was appointed Parliamentary and Financial Secretary in succession to Mr. G. H. Shakespeare.

#### FLAG APPOINTMENTS

**AMERICA AND WEST INDIES.**—The King has approved the appointment of Vice-Admiral Sir Charles E. Kennedy-Purvis, K.C.B., to be Commander-in-Chief, America and West Indies, in succession to Admiral Sir Sidney J. Meyrick, K.C.B., to date March, 1940.



## HONOURS AND AWARDS

**RIVER PLATE ACTION.**—In addition to the promotions and awards (announced in the last issue of the *JOURNAL*) made immediately after the action off the River Plate, in which the German battleship "Graf Spee" was destroyed, a Supplement to the *London Gazette* on 23rd February stated that the King had been pleased to give orders for a number of appointments to the Distinguished Service Order and for awards of the Distinguished Service Cross, Conspicuous Gallantry Medal and Distinguished Service Medal. This Supplement appeared on the day on which officers and men of the "Ajax" and "Exeter" were inspected on the Horse Guards Parade, and a number of the decorations were then conferred by His Majesty. Later the crews of the two ships marched to the Guildhall and were entertained at luncheon by the Lord Mayor of London.

**OTHER AWARDS.**—A number of awards announced on 9th March included the following :—

**O.B.E. (MILITARY DIVISION) (ADDITIONAL).**—Commander J. G. Roper, R.N., H.M.S. "Belfast," for exemplary conduct after an explosion had occurred in that ship; Lieutenant R. D. Franks, R.N., H.M.S. "Gipsy," for outstanding initiative and resource on the occasion of the loss of that ship; and Lieutenant A. H. Pierce, R.N.R., H.M.S. "Hereward," for skill and resource in saving a merchant ship, abandoned and sabotaged by the enemy, and bringing her into port.

**D.S.O.**—Lieutenant-Commander R. K. Hudson, R.N., for dangerous and successful experimental work dealing with enemy mines.

Awards to officers and men serving in the Merchant Navy which were announced on 7th February included the O.B.E. (Civil Division) (Additional) to Captain John Steward, Master of the s.s. "Hopestar," for his courage, judgment and seamanship in saving his vessel from attack by a U-boat which fired three torpedoes at her without success.

A further list of awards to the Merchant Navy on 21st March included various encounters, among them that in which the "Graf Spee" destroyed the Blue Star liner "Doric Star," the mining of the "Dunbar Castle," escapes from submarine attacks, and gallantry in the face of air attacks.

## ADMIRALS OF THE FLEET

The Admiralty announced on 4th March that the King had approved that in future Admirals of the Fleet shall be borne on the Active List of the Royal Navy for life, and that those on the Retired List shall be restored to the Active List. His Majesty has further approved that promotion to the rank of Admiral of the Fleet shall be governed by the rule that three, but not more than three, of the holders of this rank shall be of less than five years seniority in the rank.

In consequence, the following officers are restored to the Active List :—

Admirals of the Fleet Sir Henry F. Oliver, Sir Osmond de B. Brock, Sir Roger J. B. Keyes, Sir Frederick L. Field, and Sir Reginald Y. Tyrwhitt.

This measure places Admirals of the Fleet on the same footing as Field-Marshal in the Army and Marshals of the Royal Air Force, for whom there are no retired lists.

## NAVY ESTIMATES

Mr. Churchill, First Lord of the Admiralty, introduced the Navy Estimates in the House of Commons on 27th February. The following are some of the points made in his speech :—

The token Estimates provide for an immense programme, in fact we shall be building all this summer at our extreme capacity subject only to one condition :

I have also undertaken at the request of the Cabinet to try to make a large increase in the rate of merchant shipbuilding.

Use of the magnetic mine produces an additional complication. I feel entitled to say that we see our way to mastering this and other variants of the same idea. To be modest, we do not feel at all outdone in science in this country by the Nazis.

If we had not got an unquestioned superiority in battleships, the German heavy cruisers would come out into the Atlantic Ocean and without fear of being brought to account would be able to obstruct if not to arrest the whole of the enormous trade without which we could not live. In a short time the Fleet will be reinforced by five modern battleships of the "King George V" class.

Even ships with old engines, under modern care, have steamed 90 days or more out of 119 days between the outbreak of the War and the New Year.

Although this year we shall have about 250,000 sailors at our disposal, we had at the end of November to call for many thousand volunteers for minesweeping. There was a most willing response, but the engagement was for only three months. It is now clear it must be greatly prolonged. In many seaports over 75 per cent. of those who volunteered now wish to continue for the duration, and the Admiralty are going to meet their wish.

#### MERCHANT SHIPBUILDING

**ADMIRALTY RESPONSIBILITY.**—The Government have decided that the Admiralty shall become responsible for merchant shipbuilding and repairs as from 1st February, 1940. The arrangement is similar to that adopted in the latter part of the last war.

**APPOINTMENTS.**—Sir James Lithgow has been appointed to the Board of Admiralty as Controller of Merchant Shipbuilding and Repairs, and Sir Amos Ayre, formerly Director of the Merchant Shipbuilding and Repairs Division of the Ministry of Shipping, has become Director of Merchant Shipbuilding and Repairs at the Admiralty. Mr. William Westwood, O.B.E., J.P., who has been released from his duties as General Secretary of the Ship Constructors and Shipwrights' Association, has been appointed Principal Materials Officer on the Staff of the Controller of Merchant Shipbuilding and Repairs.

**MOTOR LIFEBOATS.**—Replying to a question in the House of Commons on 14th February, the Parliamentary Secretary, Ministry of Shipping, said that it was proposed to include a motor lifeboat in the equipment of ships now being built on Government account in all suitable cases, and owners of ships building on private account were being recommended to make similar provision.

#### PROTECTION AGAINST M.G. FIRE FOR MERCHANT SHIPS, ETC.

From 17th February, before leaving any port in the United Kingdom, all British ships have been required to provide protection for personnel exposed to machine-gun attack. The nature of the protective equipment is notified to ship-owners from time to time. On 14th February, Mr. Churchill announced in the House of Commons that in a month or six weeks every British vessel trading in the North Sea would be equipped with guns.

From the outbreak of hostilities until 22nd February, there had come to the knowledge of H.M. Government 128 cases in which unarmed British merchant ships and fishing vessels had been attacked by enemy aircraft.

The success of the policy of arming such vessels was quickly proved. On 19th February, four trawlers beat off an enemy aircraft which attacked them off the North-East coast of Scotland, and next day three Grimsby fishing vessels forced Heinkel bombers to withdraw.

Answering a question respecting air attacks on lightships, Mr. Churchill stated on 7th February that such ships had never heretofore been specially protected because they had always been regarded by civilised nations as outside the scope of hostilities and immune from attack. Consequently the lighthouse service had never assisted us in reporting enemy activity. In view of several recent savage anarchic attacks and the murder of lightship crews, special measures were being taken for protection and where possible light-floats will replace lightships in outer positions. The first of these light-floats, which will burn unattended for two months, attracted the attention of visitors to Great Yarmouth at Easter. The new craft are only half the size of those being withdrawn.

#### REWARDS FOR INFORMATION

On 16th March, it was announced that monetary awards will be paid by the Admiralty for accurate information concerning enemy naval activities. The amounts are, for warships captured or sunk as a direct result of the information, up to £1,000; for movements of enemy war vessels accurately reported, up to £50; for accurate information of the position of enemy floating or moored mines, including the dropping of parachute mines by aircraft, up to £5; for the first report of a mine washed ashore and recovered, £1, or in the case of magnetic or other specially interesting mines, £5; and for the recovery of floats, mine-sinkers, mine fragments or other objects of enemy origin, if examination of them yields new knowledge, up to £5. The awards are not payable to Service personnel, but will be paid to F.124 personnel of the Royal Navy (men serving in trawlers) personnel of chartered (non-commissioned) ships, and other people who, though occupying public posts, have no official duty to report enemy activities.

#### PERSONNEL

**OFFICERS' RETIREMENT.**—It has been decided to continue the retirements of naval officers under the ordinary rules in order to maintain a flow of promotion and to avoid an excessive number of retirements at the end of the War. Officers so placed on the Retired List remain liable for service during the War like other retired officers. The number of Flag Officers on the Retired List who have been given naval appointments since the declaration of war is 128. As in the majority of cases these officers could not be given appointments appropriate to their rank, they have volunteered to serve in a temporary lower rank.

**WAR-TIME OFFICERS.**—Candidates for temporary Commissions will be selected only from ratings of the various branches of the Reserves, including the R.N. Special Reserve. Before being eligible to appear before a preliminary selection board they must have served for at least three months at sea and be still recommended by their Commanding Officers. Selected candidates will undergo a course in H.M.S. "King Alfred," the training establishment at Hove. Those who qualify will be granted probationary temporary Commissions as Sub-Lieutenants, R.N.V.R. and will be sent at once to sea. It is expected that 250 Commissions at least, depending on requirements, will be thus granted. This channel of promotion will not be open to permanent Service ratings, since it involves discharge from the Navy on demobilisation at the end of hostilities, but it will not affect the arrange-

ments by which continuous and short service ratings are enabled to qualify for permanent Commissions. Recommendations for these Commissions will in future be made twice yearly instead of once.

**CADETS' TRAINING.**—It was announced on 13th February that owing to the suspension of a seagoing training ship, Dartmouth Cadets who entered before January, 1937, will complete their eleven terms at the College and then do an extra term instead of their cruise in H.M.S. "Vindictive." For those who entered later, the extra instruction to replace the period in the "Vindictive" will be worked into the ordinary course, and they will do eleven terms only. Direct-entry Cadets will do two terms at Dartmouth. All Cadets on leaving Dartmouth will be rated Midshipmen and appointed to seagoing men-of-war. Their period of service afloat as Midshipmen is to be reduced from two years to twenty months, and after four months ashore for courses in gunnery, torpedo, etc., they will return to sea as Sub-Lieutenants.

**NEWMAN PRIZE.**—The Newman Memorial Prize, for the officer taking first place at the examination in practical engineering when specialising in that branch, has been awarded for 1938-39 to Sub-Lieutenant (E) G. F. A. Trewby, R.N., H.M.S. "Nelson."

**SINGAPORE BASE.**—The naval establishments at Singapore, formerly known as H.M.S. "Terror," after the monitor sent there as base ship, have been renamed H.M.S. "Sultan." It is felt that the new name is more appropriate in view of the part which the Sultans of the Malay States have played in contributing towards the cost of the base and other defence works.

**WIVES' TRAVELLING CONCESSION.**—A naval rating or Royal Marine whose ship arrives in port for only a short stay may, under a new scheme, send a telegram to his wife asking her to join him at once. Telegrams must not give the name of the ship. On production of the telegrams at railway booking offices, with their marriage allowance books, wives may obtain tickets at reduced rates, surrendering the telegram in place of the normal official form D.N.A. 866.

**MARRIAGE ALLOWANCE.**—The Admiralty announced on 17th February that wives of naval ratings and Royal Marines living in the London postal area will receive an extra 3s. 6d. a week allowance from 7th December, 1939. Where a special allowance already being paid was less than 3s. 6d. a week, adjustments were to be made to bring the allowance up to that amount.

**CONSCIENTIOUS OBJECTORS.**—The Admiralty has decided that conscientious objectors cannot be accepted for service in mine-sweepers because every member of the crew must be prepared to help to defend the ship. This was announced by a Ministry of Labour representative at the South-East Tribunal on 21st February, when an objector offered to undertake minesweeping work.

**PATROL SERVICE.**—On 13th February, it was announced that the number enrolled in the Naval Patrol Service since the outbreak of the War was about 10,000. Many more may be needed. Men are coming in at the rate of some 300 a week. Age limits are 18 to 45, but recruiting officers have difficulty in keeping to the upper age limit owing to the determination of older men to serve, many of whom were minesweeping in the last War.

#### WOMEN'S ROYAL NAVAL SERVICE

The King has been pleased to approve of the appointment of H.R.H. the Duchess of Kent, G.B.E., to be Commandant of the Women's Royal Naval Service.

## QUEEN ALEXANDRA'S R.N. NURSING SERVICE

Miss B. M. Martin, R.R.C., Matron-in-Chief, Queen Alexandra's Royal Nursing Service, has retired, to date 9th March.

The following promotions have been made, to date 10th March :—

Miss A. Ralph, A.R.R.C., to be Matron-in-Chief.

Miss E. Campbell, Superintending Sister, to be Matron.

Miss E. D. Bishop, confirmed as Superintending Sister.

Miss B. Nockolds, appointed Acting Superintending Sister.

## ROYAL MARINES

PROMOTION.—Major-General Harold G. Grant to be Lieutenant-General, to date 2nd October, 1939.

ACTING PROMOTIONS.—Colonel Second Commandant A. C. St. Clair-Morford, M.C., to be temporary Colonel-Commandant (temporary Brigadier), to date 1st December, 1939; Major E. T. Harden to be Acting Lieutenant-Colonel, 16th February, 1940; Major F. W. Dewhurst to be Acting Lieutenant-Colonel, 22nd February, 1940; Lieutenant-Colonel St. G. F. G. Caulfeild to be Temporary Colonel, 23rd February, 1940; Majors J. E. Leech-Porter, M. H. W. Webb-Bowen, G. W. M. Grover and G. F. Haszard, O.B.E., D.S.C., to be Acting Lieutenant-Colonels, 16th February, 1940.

ASSISTANT ADJUTANT-GENERAL.—Colonel Second Commandant N. K. Jolley, O.B.E., late Deputy Assistant Adjutant-General, has been appointed Assistant Adjutant-General, in succession to Colonel Second Commandant A. P. Dawson, who has been promoted to be Colonel Commandant (temporary Brigadier), to date 1st March, 1940.

## DOMINIONS

## AUSTRALIA

TROOP CONVOYS.—Admiral Sir Ragnar Colvin, First Naval Member of the Commonwealth Naval Board, in expressing the Board's satisfaction at the safe arrival of the Australian troops at Suez, said it was especially gratifying as not only had the Royal Navy and Royal Australian Navy co-operated, but the French had also contributed, which was a fine example not only of Empire co-operation but also of allied naval solidarity and efficiency. He wished to pay tribute to the captains, officers and crews of the troopships, who had by no means the easiest part, but it was evidently performed with the skill and competence which we learned to expect from the British Merchant Navy.

## NEW ZEALAND

EXPEDITIONARY FORCE.—Major-General C. B. Freyburg, V.C., Commanding the New Zealand Expeditionary Force, telegraphed a message of thanks to the First Lord and the ships of the Royal Navy for the protection afforded on their voyage to Egypt. Mr. Churchill replied: "The Royal Navy have been proud to carry the famous Anzacs once again across the ocean, and all your old comrades in the Royal Naval Division rejoice to see you at the head of the New Zealand Command."

RIVER PLATE ACTION.—In a letter to the Chairman of the New Zealand Group of the Overseas League, Rear-Admiral Sir Henry Harwood says: "I cannot speak



too highly of the conduct of the officers and ship's company of H.M.S. "Achilles." They carried out their duties under hot fire with complete unconcern, and I fully concur with Captain Parry's remarks that New Zealand has every reason to be proud of her seamen during their baptism of fire."

#### CANADA

**PERSONNEL DOUBLED.**—The Royal Canadian Navy has more than doubled its personnel since the War began, and the expansion continues. Men from the shores of the inland lakes have joined up, and recruits from the Prairie Provinces are now training alongside natives of the Atlantic seaboard and British Columbia.

**SHIPBUILDING.**—Speaking in the first week of January, Mr. C. D. Howe, Minister of Transport, said that tenders had been invited for some 72 craft, ranging in size from 18 ft. power dinghies to steel ships of the British whale-catcher design, involving an estimated expenditure of 17,000,000 dollars. On 29th February, Mr. Howe announced that the Cabinet had authorised contracts for 14 mine-sweepers, at a cost of 200,000 dollars each, to be placed with the shipyards of British Columbia.

#### NEWFOUNDLAND

**FISHERMEN FOR MINESWEEPING.**—A second party of Newfoundland fishermen for minesweeping arrived at a West Coast port on 24th January, and were welcomed by the Port Admiral on behalf of the Secretary of State for the Dominions, and by Mr. D. J. Davies, Trade Commissioner for Newfoundland in London. On 26th January, Admiral Sir Humphrey Walwyn, Governor of Newfoundland, stated that the Admiralty were seeking an additional 1,000 Newfoundlanders for the Navy and that the War Office were asking for 1,375 men to form a heavy artillery unit.

#### SOUTH AFRICA

**GIFT OF A DESTROYER.**—The first contribution of £10,000 towards the cost of a destroyer to be presented to the Royal Navy by a fund launched by the Mayor of Port Elizabeth—Councillor James McLean—was sent in January, and a second contribution was to follow at an early date. The Fund is part of the South African Mayors' National Fund which aims at raising at least £300,000.

#### FOREIGN NAVIES

##### FRANCE

**NEW CONSTRUCTION.**—The 35,000 ton battleship "Jean Bart" was launched from the St. Nazaire Yard on the 6th March. Her sister ship the "Richelieu" is due for completion shortly.

(See also the article on the French Navy, p. 226 of this JOURNAL).

##### ITALY

**NEW CONSTRUCTION.**—According to a Press report, the 35,000 ton battleship "Littorio" was handed over for commissioning on 6th May. Her sister ship, the "Vittorio Veneto," has also completed speed trials. It is reported that she attained a speed of 30 knots. The "Impero" is afloat, and the "Roma" on the stocks.

**EXERCISES IN THE MEDITERRANEAN.**—Press reports announced that the Italian fleet was carrying out exercises on an extensive scale in the Mediterranean during the second week in April.

#### NETHERLANDS

**NEW DESTROYERS.**—The destroyers "Tjerk Hiddes" and "Gerard Callenburg" are completing afloat. They are vessels of 1,628 tons armed with five 4.7-in. and four 1.6-in. A.A. guns and eight 21-in. torpedo tubes, and will have a speed of 36 knots. They are also reputed to be designed to carry an aeroplane.

**LOSS OF A SUBMARINE.**—The submarine "O.11" was lost as a result of a collision with a tug in March last, luckily with only three casualties to her crew. She was a small craft of 483 tons armed with one 3.5-in. gun and carried five torpedo tubes.

#### SOVIET UNION

It is reported that the Black Sea Fleet were exercising in those waters during the second week in April.

#### SWEDEN

Press reports indicate that it is the intention to slow up the construction of the two coast defence ships ordered last year, and to concentrate on new destroyers and submarines.

The Swedish fleet at present comprises eight coast defence ships, two small cruisers, eight destroyers, thirteen torpedo boats, four motor torpedo boats and sixteen submarines. There is also a minelayer and various auxiliary small craft.

#### UNITED STATES

**NEW CONSTRUCTION POLICY.**—Giving evidence before the Senate Naval Forces Committee, Admiral Harold Stark—Chief of Naval Operations—advocated an expansion programme of 25 per cent. instead of the 11 per cent. approved by the House of Representatives. In the course of his remarks, Admiral Stark asserted that the development of air warfare during recent months had not affected the supremacy of the surface capital ship.

**PERSONNEL.**—In his report for 1939 the Secretary of the Navy states that appropriations for that year allowed an average of 170,550 enlisted men; the year ended with 110,100 men. This number enables the larger ships to have 85 per cent. of their war complement, which is regarded as the minimum under which they can be operated safely. Submarines have 100 per cent. complement. The average allowance of the fleet is 85.6 per cent.

The report says "while 85 per cent. is sufficient for the peace-time requirements of certain types of combatant ships, the total personnel is inadequate in experienced men to provide for mobilization of the fleet." It urges that the fleet should be fully manned with complements at war strength.

As regards officers the position is not considered to be as favourable as that of enlisted personnel. It is estimated that 8,671 line officers are necessary fully to

man with peace-time allowances the navy now authorized and building. The strength now authorized is 7,562. On 30th June, 1939, there were 6,877 officers on the active list.

The reserve officer strength is 12,986 (exclusive of 1,380 Aviation Cadets). The enlisted reserve strength is 41,985.

**MARINE CORPS.**—The authorized average strength of the Marine Corps for the fiscal year 1939 was 17,500 men. The functions of that force are stated to be : (a) to provide adequate and trained Marine detachments on board vessels of the navy ; (b) to maintain the fleet Marine force in immediate readiness as a tactical unit of the United States fleet ; (c) to protect naval property at shore establishments within the continental limits of the United States and any outlying possessions ; (d) to protect American lives and interests in disturbed areas involving operations ashore. Marine detachments totalling 130 Commissioned Officers and 2,962 enlisted men have been maintained on 55 ships.

The Fleet Marine force exclusive of aviation is 190 Commissioned Officers, 16 Warrant Officers and 3,422 enlisted men. The Fleet Marine Aviation comprises 120 Commissioned Officers, 14 Warrant Officers and 1,078 enlisted men. Naval activities in the United States, the report says, required 112 Commissioned Officers, 18 Warrant Officers and 3,382 enlisted men. Foreign stations required 105 Commissioned Officers, 21 Warrant Officers and 2,644 enlisted men.

**NAVAL AUXILIARIES.**—The report for 1939 says that the state of the naval auxiliaries is still very unsatisfactory and that this situation will continue until replacements now authorized have been completed and new construction approved. Nearly all auxiliaries at present in commission are slow and over age, and replacements for them would not be immediately available from the Merchant Marine in time of war, due to the special construction and facilities required for naval use.

**MERCHANT MARINE.**—The same report says " the creation of a Merchant Marine of modern, fast and efficiently manned vessels is a measure of great importance to national security as an auxiliary war reserve of vessels not needed for use in peace time, but urgently and promptly required in war."

**RESUSCITATION OF OLD DESTROYERS.**—The requirements of the " Neutrality Patrol " have necessitated the resuscitation of 74 destroyers which had been laid up in reserve and regarded as obsolete. These are craft of the " flush decker " type completed between 1918 and 1921.

## ARMY NOTES

### HIS MAJESTY THE KING

The King visited an Army division in the Southern Command on 2nd January, 1940, and made an eighty-mile tour of the various units. He was accompanied by the G.O.C.-in-Chief, Southern Command, and by Lieutenant-Colonel the Hon. Piers Legh. He began his tour soon after breakfast at a military centre where 4,000 men were drawn up. The King, in the uniform of a Field-Marshal, walked over the frost-covered ground up and down the lines of men in battle dress, who raised their forage caps and cheered.

When he left, the King drove in a camouflaged car to the next point—a mansion and grounds in which a unit is stationed—passing on the way large convoys of lorries and small troop carriers attached to the division. The King took luncheon at Divisional Headquarters and in the afternoon visited other units, one of them being inspected in a large farmyard.

Later during the month, the King and Queen inspected a Division in the Aldershot Command. Before the tour was over the King, it was estimated, had covered nearly eight miles on foot and the Queen about half that distance, also on foot. At one point they walked together the length of a road three-quarters of a mile long which was lined on either side with double ranks of troops. At many points their Majesties stopped to chat to officers and men.

The King and Queen lunched at Government House with Lieutenant-General C. N. F. Broad, G.O.C.-in-Chief, Aldershot Command. Before they left by car for London their Majesties expressed to the staff officers who had accompanied them deep appreciation of all they had seen.

On 24th January, the King visited Canadian troops who were in training in Britain. He motored from Buckingham Palace to Aldershot, accompanied by an escort of four men of the Royal Canadian Mounted Police, who were wearing khaki battle dress.

At Aldershot the King was greeted by the Canadians' commanding officer, Major-General A. G. L. McNaughton, and Mr. Vincent Massey, High Commissioner for Canada.

The King spent five and a half hours with the troops, covering several miles on foot. He also reviewed three regiments of which he is Colonel-in-Chief: the regiments were the Royal Canadian Artillery, the Royal Canadian Engineers, and the 22nd Royal Infantry Regiment.

It was learned that copies of the King's message, which was read to the first Canadian Contingent when they arrived in England, had been sent to every Canadian soldier now in the Kingdom. Each copy bears the facsimile of the King's signature.

Following his visit the King authorized the following note to appear in Divisional Orders:—

"His Majesty is pleased with what he saw. He was greatly impressed by the smartness of the troops, their excellent drill, and their steadiness on parade."

**PRESENTATION OF COLOURS.**—The King presented Colours to two battalions of the Guards on 14th February. Leaving Buckingham Palace by motor-car, his Majesty, wearing the uniform of Colonel-in-Chief of the Irish Guards, drove to Wellington Barracks, where he was received by Field-Marshal Lord Cavan, Colonel of the Irish Guards, and Colonel T. E. Vesey, Colonel Commanding the Irish Guards.

Drawn up in a hollow square on the parade ground, the battalion, dressed in khaki, presented arms in a Royal Salute. The King walked round the three sides of the square, inspecting the battalion. At the saluting base he stood while the Colours were piled on drums in front of him.

Bishop J. Dey, Roman Catholic Bishop in Ordinary for the British Army, conducted a Service of Consecration.

Later the King, wearing the uniform of Colonel-in-Chief of the Welsh Guards, went to the Tower of London to present Colours to the Welsh Guards. Many relatives and friends of men in the regiment watched the ceremony. After the Colours had been blessed by the Chaplain-General to the Forces (the Rev. C. D. Symons) the King stepped down from the dais and presented them. He then addressed the battalion.

**AIDES-DE-CAMP.**—His Majesty has been graciously pleased to approve of the following appointments :—

Colonel (temporary Brigadier) M. D. Gambier-Parry, M.C., to be A.D.C. to the King, 13th December, 1939.

Lieutenant-Colonel (acting Brigadier) A. M. Ramsden, O.B.E., T.D., T.A., to be A.D.C. to The King (Additional), 18th February, 1940.

**COLONELS-IN-CHIEF AND HONORARY COLONELS.**—His Majesty has been graciously pleased to approve of the following appointments :—

H.R.H. The Princess Royal, C.I., G.C.V.O., G.B.E., to be Chief Controller, Auxiliary Territorial Service.

Colonel (Hon. Brigadier-General) The Lord Gowrie, V.C., P.C., G.C.M.G., C.B., D.S.O., LL.D., to be Colonel, 1st King's Dragoon Guards, from 1st January, 1940.

Field-Marshal Sir Claud W. Jacob, G.C.B., G.C.S.I., K.C.M.G., Indian Army to be Honorary Colonel, The Seaforth Highlanders.

#### PROMOTIONS AND APPOINTMENTS.

The War Office has announced the following promotions and appointments :—

Major-General M. N. Macleod, D.S.O., M.C., to be specially employed, 19th December, 1939.

Hon. Major-General Sir Fabian A. G. Ware, K.C.V.O., K.B.E., C.B., C.M.G., LL.D., is granted an emergency commission and retains Honorary rank, 3rd September, 1939.

Colonel (local Major-General) C. A. Bird, D.S.O., to be Major-General, 1st October, 1939, with seniority from 4th January, 1938.

Colonel (temporary Brigadier) H. O. Curtis, D.S.O., M.C., to be Commander, with acting rank of Major-General, 21st December, 1939.

Colonel G. S. Szlumper, C.B.E., T.D., A.M.I.C.E., R.E. (T.A.), to be specially employed with acting rank of Major-General, 18th September, 1939.



Major-General D. F. Anderson, C.B., C.M.G., D.S.O., from Major-General, General Staff, to be Commander, 6th February, 1940.

Lieutenant-General Sir Maurice G. Taylor, K.C.B., D.S.O., to be General, 19th February, 1940.

Major-General R. H. Carrington, C.B., D.S.O., to be Lieutenant-General, 19th February, 1940, with seniority 5th July, 1938, and to be G.O.C.-in-C. Scottish Command.

Colonel H. H. Blake, O.B.E., M.B., to be D.D.M.S., with acting rank of Major-General, 16th September to 27th November, 1939, inclusive, and from 19th January, 1940.

Colonel (temporary Brigadier) R. B. Pargiter, to be specially employed with acting rank of Major-General, 10th January, 1940.

Colonel (temporary Brigadier) R. H. Allen, M.C., to be specially employed with acting rank of Major-General, 10th January, 1940.

Lieutenant-General G. J. Giffard, C.B., D.S.O., to be specially employed, 21st February, 1940.

Major-General A. N. Floyer-Acland to be Military Secretary to the Secretary of State for War, with acting rank of Lieutenant-General, 5th February, 1940.

Major-General F. V. B. Witts, C.B.E., D.S.O., M.C., to be specially employed, 5th February, 1940.

Major-General H. C. B. Wemyss, D.S.O., M.C., to be Deputy Adjutant-General, 19th February, 1940.

Colonel (temporary Brigadier) A. E. Percival, D.S.O., O.B.E., M.C., to be Commander, with acting rank of Major-General, 5th February, 1940.

Major-General P. Neame, V.C., C.B., D.S.O., from Deputy Chief, General Staff, to be Commander, 14th February, 1940.

Major-General Hon. P. G. Scarlett, M.C., to be Director of Mobilization, 19th February, 1940.

Colonel R. E. Barnsley, M.C., M.B., to be D.D.M.S., with acting rank of Major-General, 28th November, 1939, to 18th January, 1940.

Lieutenant (acting Major-General) L. W. Amps, O.B.E., to be Director, 5th December, 1939.

Major-General (acting Lieutenant-General) C. N. F. Broad, C.B., D.S.O., to be Lieutenant-General, 4th March, 1940, with seniority 6th July, 1938.

Lieutenant-General M. G. H. Barker, C.B., D.S.O., to be G.O.C.-in-C., Aldershot Command, 7th March, 1940.

Major-General C. J. H. Auchinleck, C.B., C.S.I., D.S.O., O.B.E., Indian Army, to be specially employed, with acting rank of Lieutenant-General, 1st February, 1940.

Colonel (temporary Brigadier) H. Macdonald, D.S.O., Indian Army, to be a Divisional Commander, with acting rank of Major-General, 25th February, 1940.

Major-General E. A. Beck, C.B., D.S.O., to be Commander, 6th March, 1940.

Colonel (temporary Brigadier) C. J. Wallace, D.S.O., O.B.E., M.C., A.D.C., to be Director, with acting rank of Major-General, 6th March, 1940.

## FRENCH HONOURS

**LEGION OF HONOUR.**—General Sir Edmund Ironside, the Chief of the Imperial General Staff, and General Lord Gort, the Commander-in-Chief of the B.E.F., were decorated on 8th January, with the Grand Cross of the Legion of Honour, by General Gamelin, the Commander-in-Chief of the Allied Forces in the field.

**VISIT OF THE FRENCH PRESIDENT.**—The President of France, M. Lebrun, paid his first official visit to the British Expeditionary Force on 9th February. He arrived from Paris, accompanied by a small staff, in his private railway car. At a railway station near British General Headquarters he was met by General Viscount Gort, V.C., Commander-in-Chief, who presented him to officers of his immediate staff, including the Quartermaster-General, the Chief of the General Staff and the Adjutant-General. General Voruz, Chief of the French Military Mission, was also present, together with his chief of staff.

Outside the station a guard of honour, furnished by the Welsh Guards, was drawn up, and the President accompanied by Lord Gort, passed down their lines. The party drove to the headquarters of the Welsh Guards, where M. Lebrun inspected some of the troops and visited their billets and after this proceeded to an anti-aircraft battery near by. Lunch was taken at General Gort's château, and then, after a brief interlude for photographs, the afternoon was spent visiting a number of infantry units, including the Gordon Highlanders and the Sherwood Foresters.

## GENERAL

**ARMY ESTIMATES.**—The Right Hon. Oliver Stanley, Secretary of State for War, in concluding his speech on the Army Estimates on 12th March in the House of Commons, declared that :—

"We have raised a large Army, not merely that it may be well fed, well housed, or well cared for, but that it may be able to fight successfully. On this score I have no doubts : from all sides one hears of the magnificent human material of which our Army is now composed. Twenty-five years ago this country, for the first time in its history, put a great citizen Army into the field. We had at times to pay a great price for our tardiness, our inexperience, for our lack of training, and for our lack of equipment, but we carried on the traditions of the old British Army and we fought through to victory. To-day our sons have taken over the same task. They will repeat our triumphs ; it is for us to avoid our mistakes."

Speaking of the visit which he paid recently to the Expeditionary Force in France, Mr. Oliver Stanley said : "that the numbers of British troops there in March were approximately double what they were in October, and they were being increased daily. He was struck by the amount of work which had been accomplished despite the fact that the Army had experienced some six or seven weeks of continuous snow and frost, and he had no doubt that, since the time of his visit, there had been an immense strengthening of an already strong position. Everywhere he went he was impressed by the atmosphere of energy and confidence in all ranks in every branch of the Service."

He revealed also that over 200,000 volunteers had been enlisted since the outbreak of war. Of these a large proportion were older men. The average age of the infantry was, he said, 25, and of the other arms over 26.

**NATIONAL SERVICE ACT.**—Another 324,000 men registered for military service on 9th March. It was a higher total than on any preceding registration day, and

was 65,000 more than the previous largest total. The men required to register were those who reached the age of 24 during 1939, or had reached the age of 20 since January 1, 1940.

Provisional figures of those who had registered were given by the Ministry of Labour and National Service as :—

England .....	...	...	...	...	...	274,310
Scotland ...	...	...	...	...	...	32,774
Wales ...	...	...	...	...	...	16,488
						<hr/>
						323,572

Another 600,000 men, or rather more, will be called upon to register under the National Service (Armed Forces) Act during April, and, added to the 1,250,000 registered since June of last year, will bring the total registered under the Military Training and the National Service Acts to approximately 1,850,000.

The announcement of the Ministry of Labour and National Service was as follows :—

Two further dates have now been fixed for the registration of men under the National Service (Armed Forces) Act, 1939. The first of these registrations will be held on 6th April, 1940, and will relate to men not already registered who were born between 1st January, 1914, and 6th April, 1920, both dates inclusive. The effect of this registration will be to register the following new classes :—

- (a) Men reaching the age of 20 between 10th March, 1940, and 6th April, 1940, both dates inclusive ; and
- (b) men who reached the age of 25 during the year 1939.

The second registration will be held on 27th April, and will relate to men not already registered by that date, who were born between 1st January, 1913, and 27th April, 1920, both dates inclusive. The effect of this second registration will therefore be to register the following classes :—

- (a) Men reaching the age of 20 between 7th April, 1940, and 27th April, 1940, both dates inclusive ; and
- (b) men who reached the age of 26 during the year 1939.

So far as can at present be foreseen it is not anticipated that the 1912 class (men who reached the age of 27 during the year 1939) will be called upon to register before June.

TRAINING OF INFANTRY.—Thousands of young men now in training in all parts of the country are discovering that in becoming infantry soldiers they are embarking on a highly skilled occupation. Modern warfare and modern weapons have continually added to the things the infantry have to do. One fact unaltered by modern developments is that in the last resort it is the infantryman who wins wars. In spite of the growth of the air arm and such weapons as tanks, the battle is ultimately won by men with the rifle and the bayonet.

The sub-headings of the course of training which the infantryman of to-day goes through before he passes to his unit include :—

Drill, marching and physical training ; use of the bayonet, rifle, light machine gun and anti-tank rifle ; anti-aircraft defence with rifle and light machine gun ; use of the mortar and hand and rifle grenades ; map reading, visual training, and distance judging ; minor tactics ; field craft such as camouflage, scouting, and patrolling ; digging and wiring ; simple infantry bridging and the use of folding boats ; anti-gas exercises.

The fact that the men must also be trained to do most of these operations in the dark, emphasizes the demands that war makes to-day on the skill and intelligence of the private soldier.

**BATTALION COMMANDERS.**—The War Office has denied that a substantial number of Territorial Army Officers who are commanding battalions of infantry are to be replaced by Officers of the Regular Army. The only test for Regular and Territorial Officers alike, it is emphasized, is fitness to train for and lead in battle, and its application must be left to the authority on the spot. The replacement of a commander, also, is governed by questions of efficiency only. If the second in command is considered to be fit to succeed, he is promoted ; and it is only in cases in which a Territorial Army second-in-command is adjudged unsuitable, that a Regular Army Officer is brought in.

Before the war-time rules for seniority came into force, *all* officers of the Territorial Army were junior to *all* officers of the Regular Army of similar rank irrespective of the date of promotion. But since 25th August, 1939, seniority in any rank reckons from the date of appointment to that rank. Thus a Territorial Army Lieutenant-Colonel whose seniority dates from 24th August is senior to *all* Lieutenant-Colonels, Regular or Territorial, promoted after that date. Therefore, since the outbreak of war, the status of the Territorial Lieutenant-Colonel has not receded, but has been greatly advanced.

So far as allegations of discrimination between Regular and Territorial Second Lieutenants in the length of the respective periods which each has to serve before receiving his second star is concerned, the fact is that the qualifying periods of service for promotion from Second Lieutenant to Lieutenant in the Territorial Army are exactly similar to those in force for the Regular Army.

**EMPLOYMENT OF RESERVE OFFICERS.**—The following announcement is published regarding the situation of Reserve Officers with reasons for the delay in notifying individuals as to their prospect of future employment. Broadly speaking the position is as follows :—

**REGULAR ARMY RESERVE OF OFFICERS.**—All officers whose services are likely to be required within six months have been notified.

**TERRITORIAL ARMY RESERVE OF OFFICERS.**—

*Infantry Officers.*—Nearly all whose services are likely to be required within six months have been notified.

*Other Arms (except Royal Artillery).*—All notified with a few exceptions.

*Royal Artillery.*—Twenty-five per cent. already notified. Another fifty per cent. may expect to receive their notification shortly.

**OFFICERS EMERGENCY RESERVE.**—It is this category which has been the last for interview by the Boards and in regard to which complaints have recently appeared regarding clarification of their position. It must be remembered that

membership of the O.E.R. is extremely large and the members presenting themselves before the Boards have been correspondingly numerous. Nevertheless, seventy-five per cent. of the total already examined and interviewed have been reported on and it has been necessary for the Boards to complete their reports before members can be re-divisioned into their respective classes as follows :—

- (1) Likely to be required within 3 months.
- (2) " " " " " 6 "
- (3) Unlikely to be required for over 6 months, if at all.

When all Boards have finally reported, there should be little delay in the issue of letters to individual officers.

**DEFENCE BATTALIONS.**—The War Office announces that certain Overseas Defence Battalions have lately proceeded overseas. As there would appear to be certain confusion on the part of the public as to the exact nature of these units it is pointed out that they are *not* Home Defence Battalions, but battalions composed of men who have specially volunteered for duty overseas.

**VOLUNTEERS.**—It has come to notice that a very considerable number of men are losing their employment through volunteering for service in the Army and giving up their jobs before being definitely accepted. The result has been that in cases where, for one reason or another, the Army has been unable to accept a man he has found himself without any form of employment.

The War Office and the Ministry of Labour are most anxious for it to be clearly understood that wherever possible a man should not give up his employment, or give notice to his employer, until such time as he has been finally accepted for the Army and given a definite joining date.

The co-operation also of employers in this matter will be of great assistance.

**CASUALTIES.**—The War Office issued, on 30th January, the first list of casualties in the Army. The list comprised 758 names—60 officers, a nurse, and 697 warrant officers, N.C.Os. and men (including two women of the Auxiliary Territorial Service). Of the total, 719 died, one died of wounds, 24 are wounded, one is missing, and 13 were killed. The list covered the period from the outbreak of war to 31st December, 1939.

Those killed included three officers and 5 N.C.Os. and men who were on board the S.S. "Yorkshire" when she was sunk by an enemy submarine last October, with the loss of 58 men, women and children. A warrant officer who was also in the liner is reported as missing.

The monthly death-rate for each 1,000 men serving has remained almost stationary over the four months, September, October, November, December. Considering that this period represents a change from summer to winter, with its shorter days, it is satisfactory that the monthly rate of deaths from disease and accidents has not gone up during that period.

It is explained that with other ranks the regimental number is not shown in the list, because a soldier's regimental number appears on his identity disc. If regimental numbers were published in casualty lists, they would soon give the enemy a key to the units to which men belonged who are taken prisoner or found dead in the field. The personal number of officers is shown, because an officer's personal number is quite "uninformative."



## WELFARE

LEAVE.—Men in France are to have a period of ten days' leave in the United Kingdom every six months, it was announced by Sir Victor Warrender, Financial Secretary to the War Office, in a written Parliamentary reply. Those at home are to have either 14 days' leave every six months or seven days' leave every three months. In addition, those at home have opportunities for week-end leave.

COMFORTS.—The War Office announces that the Army Comforts Depot, Reading, no longer needs knitted woollen comforts for the time being, but that for spring and summer the following will be most acceptable for dispatch to the B.E.F. :—

Indoor games ; chocolate in slabs ; sweets in tins ; fruit tablets and lime juice tablets ; playing cards ; razor blades ; toilet and shaving soap ; handkerchiefs ; writing pads ; ointment, for chapped hands and sore feet ; chewing gum ; biscuits in tins ; jam (strawberry) in one pound tins.

Gifts should be addressed to : Officer i/c, Army Comforts Depot, 12, St. Mary's Butts, Reading.

It is emphasized that in all cases troops are supplied with gifts from the Army Comforts Depot free, and all statements to the effect that men are being asked to pay for such gifts are unfounded.

ENTERTAINMENTS.—Mr. Basil Dean, a director of E.N.S.A., the organization responsible for entertaining the troops, replied to criticism of its work in a speech at the Gallery First-Nighters' Club. He said that 1,750,000 men had been entertained at nearly 7,000 performances at home, and in the first few weeks in France the men had 1,086 shows. They had given 250 shows a week to the B.E.F., and single players had gone to play to lonely searchlight units.

## DOMINIONS

## AUSTRALIA

Mr. Anthony Eden, Secretary of State for the Dominions, arrived from Egypt on board an R.A.F. transport aeroplane early on 15th February, to pay a quick five-hour visit to the Australian troops in their new camps. At the conclusion of his visit he was the guest at luncheon of Sir Harold Macmichael, the High Commissioner for Palestine.

When he was leaving, Mr. Eden said : " I do not think that anybody could see these troops without being impressed with their quality, their exceptionally high physical standard, and military bearing. In talking with them what impressed me most was their seriousness of purpose. Not one of them seemed to have any illusions about the job he had undertaken, and all seemed determined to go through with it.

Lieutenant-General Sir Archibald Wavell, General Officer Commanding-in-Chief in the Middle East, arrived by air on 20th February, to visit the Australian troops in Palestine. He arrived at Gaza airport in a strong *khamseen* and sandy haze, which contrasted with Mr. Eden's brilliant day a week earlier. He immediately motored to the camps where the Australians were rapidly settling down. After inspecting the nursing and ordnance units he went to the central camp, where the Australians were drawn up to listen to his address.

Australians, he said, were in the war for the same reason as all the Empire—namely, that Nazidom sought to deny to the rest of the world justice, freedom, tolerance, and respect for civilized life.

Afterwards, speaking to pressmen, Sir Archibald Wavell said : " These troops are as fine men as Australians always are, and I am very pleased to see them again. The men I have seen are very similar in type to the Australians I knew in the last War. They look as though they mean business, and I am sure that they will acquit themselves well."

The Australian Contingent now stationed in the Middle East will not lack for trained reserves and reinforcements, for the Commonwealth Government have decided to recruit another contingent for service abroad, and also such further troops as are necessary to make up an army corps which would include two divisions of 16,000 men each, plus corps troops, numbering over 16,000, themselves equal to a division. To maintain adequate reinforcements for these troops is estimated to involve raising 90,000 men for the corps and for reinforcements by June, 1941. The Government have also decided to send an army co-operation squadron of the Royal Australian Air Force for training with the A.I.F. and for subsequent duty in the field ; it will be provided with aircraft from overseas. They intend also to send one railway survey company, three railway construction companies, and two forestry companies, including altogether 40 officers and 1,203 men. Mr. Menzies, the Prime Minister, announced these decisions in a broadcast speech to the whole of Australia.

#### CANADA

The third contingent of the Canadian Active Service Force landed at a West Coast port and was given a hearty welcome by the residents in the district. Escorted by British warships, they had an uneventful voyage across the Atlantic. Their arrival was reported in the following War Office announcement :—

A further contingent of the Canadian Active Service Force has arrived in this country and has proceeded to its concentration area.

The troops were welcomed officially by Major-General McNaughton, commanding the Canadian force, who came to this country with the first contingent. He was accompanied by the Duke of Devonshire, Under-Secretary of State for the Dominions, who conveyed a special message of welcome to the men from Newfoundland. The High Commissioner for Canada, Mr. Vincent Massey, was represented by Major G. B. Johnson.

Mr. Mackenzie King, the Canadian Prime Minister, in a broadcast from Ottawa on 21st February, said that his government had been prompt and decisive in its acceptance of the British proposals for the Commonwealth air training scheme, and had not waited for the signing of the agreement to begin preliminary preparations for its operation.

He then announced that it had been decided to dispatch oversea at the appropriate time a second division of the active service force. The training of this division in Canada was proceeding rapidly.

Colonel Ralston, Minister of Finance, said that Canada's war expenditure for the first year of the war up to 1st September next would total \$375,000,000. This would be allocated as follows : \$197,000,000 to the Army, \$88,000,000 to the Air Force, \$40,000,000 to the Navy, and \$50,000,000 as Canada's share in the Commonwealth air training scheme. He forecast that during the next fiscal year ending 31st March, 1941, \$500,000,000 would have to be provided for the war.

The Department of National Defence has announced that the total number of men on active service with the Canadian fighting forces now exceeds 90,000.

### NEW ZEALAND

The British Ambassador to Egypt, Sir Miles Lampson, took the salute at a parade of the New Zealand Expeditionary Force in Egypt. This was done at the invitation of General Freyberg, commanding the New Zealanders. A message to the Dominions Office from the Ambassador describing the ceremony stated: "the men looked in fine fettle and are evidently settling down well in their new surroundings. As I told them, their general bearing and appearance were most impressive."

### INDIA

Mr. Anthony Eden, Secretary of State for the Dominions, accompanied by the British Ambassador, Sir Miles Lampson and Lieutenant-General Sir Archibald Wavell, Commander-in-Chief, the British troops in the Middle East, reviewed on 14th February the Indian Contingent in Egypt. Sir Miles Lampson read the following message from the King :—

"I am glad to have this opportunity of sending my greetings and good wishes to all ranks of the Indian contingent. I gratefully appreciate the contribution which the Indian Army is making to the war effort of the British Empire, and I know that—as in the Great War—they will prove themselves more than equal to any demands that may be made upon them."

Mr. Eden later expressed himself as highly gratified with the soldierly bearing and turn-out of officers and men.

Problems connected with an adequate supply of trained officers for the Indian Army in war time are being energetically tackled by the Army Headquarters, New Delhi. Details of the grant of emergency commissions in His Majesty's land forces and His Majesty's Indian land forces were contained in Army Orders dated 15th January, 1940.

In regard to emergency commissions in His Majesty's land forces, the Orders state that with effect from 3rd September, 1939, no permanent commissions will be given, except to cadets in training in, or who have qualified for entrance to cadet colleges; but persons who were officers-designate of the Army in India Reserve of Officers on that date will continue to be considered for the grant of commissions in the Army in India Reserve of Officers.

All other commissions granted to European British subjects during the war will be emergency commissions for the duration of the war and for so long thereafter as their services may be required.

European British subjects who are elected for the grant of emergency commissions in His Majesty's land forces will, unless their technical or other qualifications render this unnecessary, be required to undergo a period of training as officer cadets at a selected training establishment or establishments. On completion of training, if found satisfactory, they will be recommended for emergency commissions as second lieutenants.

Those with technical or other qualifications who are not required to undergo cadet training, will be recommended for emergency commissions from a date to be fixed by the Adjutant-General in India. While undergoing training, they will be entitled to pay and allowances as admissible to Second Lieutenants of the British service.

**STEEL HELMETS FOR SIKHS.**—That the provision of modern equipment to Indian troops may, at times, involve questions of religious principle is well illustrated by the difficulties encountered over the supply of steel helmets to Sikh

soldiers. The problem has, it is understood, been referred to the *Shiromani Gurdwara Parbhandhak* Committee, the central organization for the control of *gurdwaras*. The Committee has held prolonged sittings, inspected several protective armours of old, specially sent for from Patiala State, but has not yet been able to arrive at any decision.

The Committee in a "communique" has explained the position and has invited Sikhs to send their opinions on the subject. Specimens of ancient armour worn by Sikhs have been obtained and placed on view. Sikhs have been invited to inspect them and offer their suggestions.

As there is no question of a compulsory issue of steel-helmets to Sikhs, the result of the Committee's investigations will be awaited with considerable interest in Army circles.

#### ALLIED ARMY FRANCE

The "Triumph of St. Cyr," as the annual ceremony which closes the year's course of study is called, was celebrated on 16th March, 1940, at the Military Academy of France. The "promotion," as the annual batch of young officers is termed, was named the "Promotion of Franco-British Friendship." Colonel Lord Malise Graham, Assistant British Military Attaché in Paris, took the salute during the march past.

French man-power is standing up well to the demands made on it by the fighting Services and by industry and agriculture. It was announced in the *Journal Officiel*, on 22nd February, that the next batch of young conscripts to be called up will consist only of men born between 1st July, 1919, and 30th September, 1919. Normally conscripts are called up in half-yearly batches, and the fact that only half the usual contingent are at present affected is presumably due to the fortunate lack of military losses up to date.

#### FOREIGN ARMIES GERMANY

According to reports from Holland, German boys of 14 and 15 are to be given the opportunity of putting down their names to be trained as N.C.O.'s. for the regular army. Preparatory schools for boys of this age for the N.C.O.'s. schools are to be opened shortly. The curriculum of the preparatory schools will last three years, while that of the N.C.O.'s. schools proper will be two years.

The benefits of some of the training given to the Hitler Youth have been noticed during recent patrol activities on the Western front. Favourable comment has been made in the press by military experts, sometimes on the endurance shown by young soldiers during the Polish campaign, sometimes on the skill shown by recruits in the use of ground. Some of the principles followed in the pre-military training of German youth have been copied from the military training of the Finns.

The most important feature of pre-military training is *Geländediens*. This may be described as country games or war games, designed to teach the use of ground. The lads are taught concealment and deception, the use of cover and uneven ground, cross-country expeditions by compass or by the stars in the dark, the use of maps and the planning of journeys and rendezvous in unknown country.

It is known that this type of training was deliberately chosen and recommended by the *Reichswehr* fifteen years ago in preference to the methods adopted in the English and other systems for training officers and cadets. Instead of drill the Hitler Youth insist on training in marching, jumping and running in bare feet, racing over obstacles and exposure to all weather conditions. Since war began

instruction in musketry has become a regular feature of youth training. It is now claimed that it takes four to six months less to make a fully trained infantry soldier out of a Hitler Youth recruit.—*The Times*.

It is pointed out, however, that no armies in the world have wider experience of patrolling and kindred activities than the Franco-British Allies. French Colonial and British Regular troops have been hardened by years of guerrilla warfare against Arabs in North Africa and Palestine and against the tribesmen on the N.W. Frontier of India. The lessons learned in these campaigns are being and will be passed on to the new troops in ever increasing measure.

### ITALY

Italy's home army is to be increased from thirteen to eighteen army corps under the terms of a Bill for the organization of the land forces tabled in the Italian Chamber.

Provision is made for the promotion of more Generals, and six army commands, including one for Zara—Istria—in the Adriatic, and a command for Elba, the Mediterranean island near Corsica.

The Bill plans a motorised army corps, an armoured army corps, an Army corps of shock troops, a superior command for Italian Alpine troops, fifty-four divisions of infantry, two mechanised divisions, three armoured divisions, three divisions of shock troops, and five divisions of Alpinists.

The infantry includes 100 infantry regiments to make up the divisions, four regiments of mechanised infantry, twelve regiments of *Bersaglieri*, ten regiments of Alpinists, and six regiments of fast tanks. The 123 artillery regiments included in the Bill doubles the strength of this arm compared with the last war.

A declaration that "Italy is keeping with the Colours 1,000,000 men belonging to the younger classes who are perfectly trained" was made recently by General Soddu, Under-Secretary for War, in a speech in the Italian Chamber.—(*Reuter*).

On 1st March, 1940, 132 battalions of the Blackshirt Militia were formally embodied in the divisional units of the Regular Army. The event was celebrated with military rites in various cities throughout Italy, the ceremony in Rome being performed in the barracks of the 1st Grenadiers, in the presence of the Under-Secretary of State for War and the Chief of Staff of the Militia.

It would appear that two Blackshirt battalions will be assigned to each division. It is not, however, known whether the reorganization of the army on the basis of the so-called *binarian* or two regiment division as against the old type of three regiment *ternarian* division has yet been completely carried through, and if all the new regular divisions are in effective being. If this is not the case the battalions temporarily not embodied might quite possibly be assigned for the time being as corps troops.

### TURKEY

PERSONNEL AND TRAINING.—Characteristics of the Turkish army are the exceptionally good fighting qualities, excellent discipline, and outstanding endurance to fatigue and hardship of all ranks. These qualities, which were recognized by the British and Dominion Forces that fought the Turks at Gallipoli, have not suffered in the intervening years. With the obedience and respect for authority that form the basis of the excellent discipline of the N.C.O.s may go some lack of initiative; but the younger ones show intelligence and aptitude for technical employment.

Reserve officers and reservist other ranks are called up for about six weeks' training from time to time in peace. The partial mobilization of the Turkish



army since April, 1939, has, however, provided recent training for a comparatively large number of reservists, including a number of men who had previously obtained exemption from service.

The total mobilizable man-power is estimated at over 1,500,000. The bulk of these men have done their military training and occasional reservist training, and about 250,000 would have seen service in the Great War. The estimated war strength of the Turkish army is expected to be in the neighbourhood of 500,000 all ranks, which would entail an expansion to nearly double the number of formations maintained in peace. Turkey should consequently have no difficulty in mobilizing and maintaining her army with trained men.

**EQUIPMENT.**—Turkey has hitherto manufactured very few of her requirements in armaments. She has consequently bought arms abroad and, for various reasons, has found it difficult to standardize the different types, some of which date from before the Great War. The older types are, however, being relegated to reserve stocks or to fortresses as new material arrives to replace them in the field army. Particular attention is now being devoted to the acquisition of anti-tank and anti-aircraft guns.

The equipment of the divisional artillery is not standardized, but contains mountain guns, field guns and howitzers in a fixed proportion. Formerly the composition of field artillery regiments was not homogeneous; but regiments were reorganized on a homogeneous basis in 1938, and each artillery regiment now consists of three battalions each of three batteries.

**FRONTIER DEFENCE.**—The Frontier Guard constitute the first line of defence in war. In Thrace, the frontier guard regiments form part of a divisional organization; elsewhere, except perhaps on the Russian frontier, they come under the command of the army corps in whose area they are situated.

The main strategic problem facing the Turks is the defence of the Straits. Under modern conditions the old defensive lines of Chataldja suffice only for the immediate defence of the Bosphorus and Istanbul. The Turks have consequently been obliged to construct a more forward defensive zone about 15 miles South of the Bulgarian frontier. This line has been completed between the fortress of Kırklareli and Edirne where the ground is more favourable for an enemy advance than between Kırklareli and the Black Sea. The frontier with Greece is more secure, as it has the natural protection of the River Maritsa, and Greece offers less favourable lines of approach to Turkish territory.

The frontier with Russia is far less vulnerable. Communications are poor and they pass through mountainous country. Maintenance of any considerable enemy forces would thus present a difficult problem that increases with the extent of the enemy advance into eastern Anatolia. Nevertheless, it seems probable that the Turks will eventually construct defences near the Russian frontier to improve the existing defences based on the fortresses of Kars and, further back, Erzerum.

#### UNITED STATES

A "parachute shell" has, it is reported, been invented by an American and known to the U.S. Army for some time. The shell, which is fired by an anti-aircraft gun, can be burst at any desired height up to 25,000 feet. It acts in much the same way as a balloon barrage, but is claimed to be more effective. On burst, the shell discharges hundreds of feet of steel ribbon fastened to a parachute and extended by the weight of the nose-cap. It is believed that no aeroplane could hope to fly through such a barrage without being fatally entangled in the steel ribbon. The calibre of the projectile is said to be about 6 in.

## AIR NOTES

### ROYAL AIR FORCE

#### H.M. THE KING

During a four-day tour of the West Country, the King and Queen on 9th February visited a large air station, took luncheon in the officers' mess, and saw something of the intensive training of officers and men in progress. Next day their Majesties visited the Gloster Aircraft works and another air station, where many of the pupils were from the Dominions.

On 26th February, the King and Queen, during a Scottish tour, visited air stations, one for the training of pilots for the Fleet Air Arm, and another a fighter station. At the latter His Majesty decorated Squadron Leader A. D. Farquhar, of the Auxiliary Air Force, with the D.F.C.

#### THE AIR COUNCIL

In the Cabinet changes announced on 3rd April, Sir Kingsley Wood, who had been Secretary of State for Air since May, 1938, was succeeded by Sir Samuel Hoare, who thus returned to the post he occupied from 1922 to 1924 and again from 1924 to 1929.

Captain H. H. Balfour, M.P., Under-Secretary of State for Air, returned to England on 18th February from a ten-day tour of R.A.F. units in the Near East and Middle East. This involved a total flying distance of about 7,000 miles. During the tour pilots and pupils under instruction from Canada, South Africa, Australia, New Zealand and Rhodesia, as well as from home, were met in the various commands.

#### APPOINTMENTS

It was announced on 29th March that at his own request Marshal of the Royal Air Force Sir Edward L. Ellington, G.C.B., C.M.G., C.B.E., was vacating the post of Inspector-General of the Royal Air Force. The following appointments were announced in consequence :—

INSPECTOR-GENERAL OF THE ROYAL AIR FORCE.—Air Chief Marshal Sir Edgar R. Ludlow-Hewitt, K.C.B., C.M.G., D.S.O., M.C.

AIR OFFICER COMMANDING-IN-CHIEF, BOMBER COMMAND.—Air Marshal C. F. A. Portal, C.B., D.S.O., M.C.

MEMBER OF THE AIR COUNCIL FOR PERSONNEL.—Air Marshal E. L. Gossage, C.B., C.V.O., D.S.O., M.C.

DIRECTOR OF PUBLIC RELATIONS.—It was also announced on 29th March that Air Commodore Harold Peake had been appointed Director of Public Relations in the Air Ministry. Air Commodore Peake became the first Director of the Auxiliary Air Force in 1938.

CHAPLAIN-IN-CHIEF.—It was announced on 6th April that the Rev. Maurice H. Edwards, O.B.E., has been appointed Chaplain-in-Chief to the Royal Air Force, with effect from 10th April, 1940, in succession to the Rev. J. R. Walkey, O.B.E., K.H.C., who retired from the R.A.F. on that date.

## PROMOTIONS

Air Marshal Sir C. S. Burnett, K.C.B., O.B.E., D.S.O., is granted the acting rank of Air Chief Marshal (unpaid), to date 1st January.

Air Commodore M. Henderson, C.I.E., D.S.O., is granted the acting rank of Air Vice-Marshal (paid), to date 26th October, 1939.

Air Commodore D. G. Donald, D.F.C., A.F.C., is granted the acting rank of Air Vice-Marshal, to date from 4th January.

Air Commodore H. E. Whittingham, C.B.E., Medical Branch, is granted the acting rank of Air Vice-Marshal (paid), to date 20th November, 1939.

Group Captains C. E. H. Medhurst, O.B.E., M.C., and A. H. Orlebar, A.F.C., are promoted to the temporary rank of Air Commodore, to date 1st February.

Group Captain J. J. Breen, O.B.E., is promoted to the temporary rank of Air Commodore, to date 20th February.

Group Captain R. W. Thomas, O.B.E., Equipment Branch, is promoted to the rank of Air Commodore, to date 15th August, 1939.

## HONOURS AND AWARDS

Awards to members of the R.A.F. announced on 3rd January included the Distinguished Flying Cross to Acting Wing Commander John F. Griffiths and Squadron Leader Harry Broadhurst for gallantry in flying operations against the enemy.

A further list on 17th January was headed by the award of the D.F.C. to Acting Wing Commander Richard Kellett, for courage, coolness and determination in leading an aircraft formation over an enemy naval base.

Further awards were announced on the following dates: 20th January, 21st and 26th February, 9th, 23rd and 30th March, and 3rd, 6th and 13th April.

The first officer of the R.A.F. to be decorated by the French was Flight Lieutenant R. V. Jeff, serving with an Army Co-operation Squadron on the Western Front, who was awarded the Croix de Guerre on 4th February by General Vuillemin, Chief of the French Air Force, for a gallant combat with two Heinkels in November last.

## THE AIR ESTIMATES

The Air Estimates were introduced in the House of Commons on 7th March, token sums only being mentioned. Sir Kingsley Wood was able to say "with some confidence that even on a numerical basis the output of aircraft now accruing to us and to France was to-day in excess of that of Germany—and there are other factors besides numbers."

Taking into account the progress made in the formation of new squadrons, in re-arming, and in the building up of reserves, the fighting strength of the R.A.F. had been increased by 100 per cent. during the last twelve months, and we had been able to give substantial help to our friends abroad. Aircraft of the Bomber Command and of the British Air Forces in France had carried out by night and day over 1,000 sorties well into German territory, while our fighters had taken off more than 2,000 times for patrol, pursuit and combat. The Fighter Command, the role of which had extended to coastal waters and had included the protection of convoys, fishing fleets, and neutral shipping near our coasts, had without a single loss on our side brought down some 40 German aircraft round our coasts, and many others had failed to get home. Units of the Coastal Command had flown more

than 5,000,000 miles on reconnaissance or convoy duty, had sighted submarines on more than 100 occasions and had delivered more than 60 attacks. More than 700 convoys had been successfully escorted by aircraft of this command.

The Empire training scheme, when in full operation, would turn out 20,000 pilots and 30,000 air crews every year. In addition, the Government of South Africa had offered to train pilots, and there would also be schools in Rhodesia, Kenya, and (with the ready agreement of the French authorities) in France.

As to types, he would sooner have 100 "Wellington" or 100 "Spitfires" or "Hurricanes" than a much larger number of their German counterparts. The types themselves had been continuously improved in armament and performance. The long-nosed "Blenheims" had far better navigational facilities and a 50 per cent. increase in range; the top speed of the "Spitfire" had been further increased by 10 per cent. Good progress had also been made in engine output. Recently the output of a new type of engine had reached and passed at one factory the figure of 100 a week.

Germany had undoubtedly a strong and powerful Air Force, and if enemy attacks come we must certainly not assume that they could be beaten off without casualties and damage. No air defence organization could ever be an impenetrable barrier. But we could be sure that the powerful and efficient air defence organization which we had built up would take a heavy toll of the enemy, and that our bomber force, for their part, would be both ready and able to hit hard, hit often, and keep on hitting.

#### PERSONNEL

**HONORARY RANK.**—It is announced in the *London Gazette* that for the duration of hostilities the grant of honorary rank in the R.A.F., the R.A.F. Reserve (including the R.A.F. Volunteer Reserve) the Auxiliary Air Force and the Auxiliary Air Force Reserve, will cease, and all officers who have been granted such rank will relinquish it. This does not apply to the grant of honorary commissions or to officers holding such commissions.

**NEW CAP.**—It was announced on 1st March that approval has been given for the introduction of a new pattern field service cap and badge to be worn by R.A.F. officers of air rank in place of the former field service cap. The new cap is of the same material and general design, but the tip, peak and flap are piped with a light blue-faced cloth. The former eagle and crown badge is replaced by a gilt embroidered design, similar to but smaller than the former air officer's badge worn with the service dress cap. It consists of a wreath of laurels surmounted by a lion and crown, all in gilt embroidery, with an eagle in gilt metal superimposed.

**AIR GUNNERS' BADGE.**—In recognition of the importance of the Air Gunner's part in modern warfare, the King has approved a new distinguishing badge for wear by officers and airmen who have qualified as Air Gunners, that is, when an officer has successfully completed his course of instruction and has been posted to a unit for duty as Air Gunner, or when an airman has been remustered to Air Gunner and employed as such on full time duty on or since the outbreak of war. The new badge consists of the letters "A.G." of drab silk, surrounded by a laurel wreath of brown silk, with a single outspread wing  $2\frac{1}{2}$  inches long, also of drab silk mounted on dark blue Melton cloth. It is worn on the service dress jacket above the left breast pocket.

**FERRY PILOTS.**—The first all-civil ferry pilots' pool was opened on 15th February, consisting of 40 pilots of the Air Transport Auxiliary who, after four months attachment to R.A.F. units for instruction, formed the first civilian ferry organisation for dealing with all types of R.A.F. aircraft. A Women's Section of the A.T.A. has been started to ferry light machines.

**BATTLE DRESS.**—Battle dress for the R.A.F. was introduced on trial under field conditions in March. It resembles that in use in the Army, but is looser and of a light blue colour. A report was to be made on its effectiveness.

**PRISONERS AND BROADCASTS.**—An order issued in March from Headquarters of the A.A.S.F. in France states that any British airman taken prisoner may be invited for propaganda purposes to broadcast messages to their wives and families over the German wireless. Should this happen it is their duty to refuse to comply with any order, request, or invitation to speak on any subject over the radio. The use of enemy wireless to transmit messages is forbidden in all circumstances. British personnel taken prisoner are instructed to give only their names and rank or number, as required by international law.

**ALLOWANCES BRANCH.**—The Air Ministry department which deals with family allowances, dependants' allowances, and allotments of pay of R.A.F. personnel has moved from Ibex House, Minories, London, to Tetbury, Gloucestershire. All enquiries regarding payment of any of these allowances should be addressed direct to the Director of Accounts, Air Ministry (Dept. J.J.), Tetbury, Gloucestershire.

**AIR DEFENCE CADET CORPS.**—Speaking on 2nd March at the opening by the Lord Lieutenant of Essex of the Walthamstow No. 12 Squadron of the Air Defence Cadet Corps, Wing Commander H. W. Woollett, of the Air League, stated that in eighteen months 200 squadrons of the corps has been formed, with 20,000 cadets.

**R.A.F. BENEVOLENT FUND.**—The Air Ministry announced on 2nd March that Mr. Alexander Duckham had presented Rooks Hill House, near Sevenoaks, to the R.A.F. Benevolent Fund for use as a home for children of personnel of the R.A.F. who lose their lives while flying. About 200 acres of land go with the house, and Mr. Duckham is providing the Fund with a substantial sum towards the cost of maintenance and upkeep.

The R.A.F. Comforts Committee on 9th March moved to its new headquarters at 20, Berkeley Square, London, W.1, to which all comforts or donations for comforts should be sent.

#### WOMEN'S AUXILIARY AIR FORCE

The King has been pleased to approve of the appointment of H.R.H. the Duchess of Gloucester, C.I., G.B.E., to be an Air Commandant, Women's Auxiliary Air Force.

**RANK TITLES.**—Rank titles of the W.A.A.F. have been revised. After Her Majesty the Queen, who is Commandant-in-Chief, with the equivalent rank of Air Marshal of the R.A.F., the next highest rank at present held is that of the Director of the W.A.A.F., viz., Air Commandant, which corresponds to Air Commodore, R.A.F. The revised rank titles have the advantage of making it easier to distinguish the R.A.F. rank to which each corresponds. The new title Group Officer (formerly Controller) corresponds to Group Captain, R.A.F.; Squadron Officer (formerly Senior Commandant), to Squadron Leader; Flight



Officer (formerly Company Commander), to Flight Lieutenant ; Section Officer (formerly Deputy Company Commander), to Flying Officer ; and Assistant Section Officer (formerly Company Assistant) to Pilot Officer.

In other ranks, Senior Leader becomes Senior Sergeant, Section Leader becomes Sergeant ; and Assistant Section Leader becomes Corporal—corresponding respectively to Flight Sergeant, Sergeant and Corporal.

#### MISCELLANEOUS

**SHIP'S BELL PRESENTATION.**—The ship's bell of the British liner "City of Marseilles" has been presented to the officers' mess of a Coastal Command station in recognition of the services of a reconnaissance squadron which was instrumental in bringing help when the liner was mined off the East Coast of Scotland at the beginning of the year. A high-speed launch of the R.A.F. also took part in the rescue work.

**"ROTAPLANES."**—The Aircraft Section of the British Standards Institution has decided that aircraft deriving lift from freely turning wings shall in future be called "rotaplanes," in place of the former term "gyroplanes."

**UNIT DESIGNATIONS.**—The following table shows some foreign equivalents of R.A.F. units :—

R.A.F.	... Flight	Squadron	Wing	Group.
U.S.A.	... Flight	Squadron	Group	Wing.
France	... Patrouille	Escadrille	Groupe	Escadrille, Aerienne, Brigade Aerienne, or Division Aerienne.
Italy	... Sezione	Squadriglia	Gruppo	Stormo, Brigata Aerea or Divisione Aerea.
Germany...	Kette	Staffel	Gruppe	Geschwader
U.S.S.R. ...	Zveno	Otriad	Eskadrilia	Brigada.

#### DOMINION FORCES

**EMPIRE TRAINING SCHEME.**—Mr. Mackenzie King, the Canadian Premier, in a broadcast on 9th March, said the air training scheme now being developed in Canada made that country a pivotal centre of the British Empire. It could not have been evolved in peace time nor could it have been discussed any sooner than it was. The plan was proposed by Britain a month after war broke out and the swift domination of Poland by Germany had shown the decisive importance of air power.

Mr. Rogers, Canadian Minister of Defence, announced on 17th January that Air Vice-Marshal G. M. Croil, Chief of the Air Staff of Canada, would be in charge of the Empire training scheme.

**AIRCRAFT AND PERSONNEL.**—Speaking at Sheffield on 27th January, Lord Riverdale, Head of the British Air Mission to Canada, said that the great numbers of airmen being trained and aeroplanes being built will prove a vital factor in winning the war, and the stream of trained men from Canada will begin soon. All the instructors and officers we had promised to send to Canada had arrived. In Canada there would be 67 aerodromes and schools.

**MESSAGES OF WELCOME.**—A message from the Royal Canadian Air Force to the R.A.F. published on 31st January, said: "We are looking forward with keenest pleasure to sharing with the R.A.F., the Royal Australian Air Force, and the Royal New Zealand Air Force the heavy responsibilities of the British Commonwealth air training plan." Similar greetings have been received by the Air Forces of the Southern Dominions. Air Vice-Marshal Croil has urged all ranks in the R.C.A.F. to take a lively interest in the welfare of these young men coming to Canada for training as pilots, air observers and air gunners.

**COST AND NUMBERS.**—The Empire scheme, which is to cost £120,000,000, will require, it is estimated in Canada, a personnel of at least 30,000 airmen, 2,680 officers, nearly 5,000 civilians, and a maintenance staff of more than 1,000. For the output of pupils, the following schools will be required: Initial training, 3; elementary flying training, 13; service flying training, 16; air observers, 10; bombing and gunnery, 10; air navigation, 2; and wireless, 4. In addition, the following schools will be engaged in training the staffs:—Air armament, 1; aeronautical engineering, 1; administration, 1; equipment and accountant, 1; flying instructors, 1; recruit depots, 2; technical training, 2; repair depots, 3; equipment depots, 3; and record office, 1.

**R.A.F. INSTRUCTORS.**—In January, 71 officers and about 200 other ranks of the R.A.F. arrived in Canada to join the instructional staff of the Empire training scheme. The party was divided into five groups, one to be stationed at the R.C.A.F. headquarters in Ottawa, a second at the Air training Command at Toronto a third at the Technical School at Saint Thomas, a fourth at Trenton, and a fifth at the camp at Borden.

## AUSTRALIA

**COMMONWEALTH CONTRIBUTION.**—On 9th January, Mr. J. V. Fairbairn, Minister for Air, explaining the necessity for the appointment of Air Marshal Sir Charles Burnett as Chief of the Australian Air Staff, said that in the first year of the Empire scheme, Australia would train more men than were being trained a year ago by any first-class air Power, and within eighteen months more than were in the whole R.A.A.F. a year ago. The scheme involved Australia in the development of an air force twenty times greater than the existing force in personnel and five times greater in organization. Sir Charles Burnett and Air Vice-Marshal Williams arrived at Darwin on 12th February, to begin their inspection of R.A.A.F. stations in Northern and Eastern Australia.

**AUSTRALIAN PLANS.**—After consultations with Air Marshal Sir Charles Burnett, Mr. Menzies, the Prime Minister, announced on 29th February, details of the plans for implementing the Empire scheme in Australia. The War Cabinet had decided, he said, that the total of recruits to March, 1943, would be 57,473, comprising 14,300 pilots, 16,173 air crews, and 27,000 ground personnel. The training programme required this strength to be built up, 28,500 by June, 1941, 18,012 by June, 1942, and 10,961 by March, 1943. Thirty-six training schools would be formed at regular intervals up to April, 1942, when the scheme would be fully operative. Of the 1,728 aircraft required, the United Kingdom would provide 1,160 and the Commonwealth 568. The United Kingdom's quota included 591 Avro Ansons, 336 Fairey Battles, and 233 Australian Wirraways, and Australia's quota 82 Wirraways and 486 elementary trainers. As regards Australian security the contribution would increase Service aircraft in Australia by 1,242, virtually all

of which could be organized at relatively short notice into an effective striking force against an aggressor.

**ADMINISTRATION.**—The complete re-organization of the R.A.A.F. on the recommendations of Air Chief Marshal Sir Charles Burnett, and incorporating the Empire training scheme, was announced by Mr. Menzies on 3rd March. It includes the adoption of the command system of administration, with four regional commands; an increase in the membership of the Air Board to five; the appointment of Air Vice-Marshal Williams as Member for Organization and Equipment, fulfilling a part of the duties formerly discharged by the Chief of the Air Board; and the creation of a new post of Director-General of Production and Supply, to be filled from outside the Air Force. Mr. Fairbairn, Air Minister, had previously announced (on 12th January) that the Government were considering the formation of a Women's Auxiliary Air Force, to consist of transport drivers and others, thus releasing men to take part in the Empire air scheme.

**FLYING-BOAT SQUADRON.**—Up to the end of March, the R.A.A.F. Squadron serving in Britain with the Coastal Command had completed 25,000 miles flying on convoy escort, helping to protect some 250 ships. It is equipped with Short "Sunderland" four-engined boats.

### CANADA

**HEADQUARTERS IN BRITAIN.**—An oversea headquarters of the Royal Canadian Air Force has been established in Britain. Formerly, there had been only an Air Liaison Office. The commanding officer of the headquarters is Group Captain George Victor Walsh, of Ottawa. In announcing his appointment on 7th March, Mr. Norman Rogers, the Canadian Minister of National Defence, revealed that the major portion of the new organization had arrived safely in Great Britain.

**FIRST SQUADRON IN ENGLAND.**—The first squadron of the Royal Canadian Air Force to leave Canada arrived in England on 25th February, landing at a North-West Coast port. The squadron is to be employed on Army co-operation work until the pilots are fully trained. Welcoming the squadron, Captain H. H. Balfour, Under-Secretary for Air, handed the commanding officer, Squadron Leader W. D. Van Bliet, a message of greeting from Sir Kingsley Wood.

**AMERICAN RECRUITS.**—An amendment to the regulations of the R.C.A.F. contained in an Order in Council published in the *Canada Gazette* on 12th January, allows American recruits to join that service. There were at least 100 Americans in the Canadian 1st Division, but while considerable numbers had applied to join the Air Force it was impossible to accept them until the regulations were amended.

**AIRCRAFT ORDERS.**—In a speech at Bristol on 10th February, Sir Kingsley Wood announced that Canada had been entrusted with aeroplane orders to the value of £6,000,000. The first "Hurricane" fighter aircraft to be built in Canada arrived in England on 29th February.

### NEW ZEALAND

**SQUADRON IN R.A.F.**—The proposal, mentioned in the last issue of the *JOURNAL*, to form a New Zealand squadron in the Royal Air Force has taken shape, and in March this squadron of the Bomber Command carried out its first operational flight—a sweep over the North Sea in search of enemy ships. Every pilot in the squadron is a New Zealander, and many of the wireless operators and about a

quarter of the maintenance staff also came from the Dominion. The Commanding Officer, a Wing Commander, served in the Royal Naval Air Service in the War of 1914-18. His home is at South Canterbury, N.Z.

DECORATION.—In a hangar of an air station in East Anglia in March, the High Commissioner for New Zealand, Mr. W. J. Jordan, presented the Distinguished Flying Medal to Corporal C. B. G. Knight, who thus gained the first decoration to go to the Royal New Zealand Air Force in the present war.

## FOREIGN

### GERMANY

According to a report in *Flight*, German aircraft shot down in Great Britain have been camouflaged in several different ways; the Heinkel 111K shot down on 28th October had all its upper surfaces painted a dark green, similar to the green in our own camouflage colours, while the under side was pale blue. This machine had the squadron crest painted on either side of the fuselage beneath the cockpit and carried identification lettering adjacent to the German markings on the fuselage.

Other Heinkels (and Dornier 215's), however, have been dark green on top with the same light blue under surfaces, some having lettering on the fuselage and others not. The Heinkel which crashed at North Berwick was dark grey, but had red spinners on the airscrews and the extreme tail of the fuselage was also red.

### ITALY

The Italian air estimates for 1940 amount to about £41,000,000; this represents an increase of nearly £14,000,000 over 1939, and £24,000,000 over 1938. A considerable expansion of the air force is planned and improvements are being introduced in the aircraft industry; experience gained in the Abyssinian and Spanish wars is being put to good use and many modifications are being made in the design of service aircraft and equipment.

### SOVIET UNION

See article on "The Soviet Air Force and the War with Finland" on p. 297 of this JOURNAL.

## REVIEWS OF BOOKS

### GENERAL

**Tangier under British Rule, 1661-1684.** By Lieut.-Colonel W. B. T. Abbey.  
(J. T. Bigwood, Jersey.) 2s. 6d.

It is often forgotten that Tangier was once an English possession. Nevertheless, this part of the dowry of Catherine of Braganza at one time formed a useful outpost on the Atlantic, as it lies near the entrance to the Mediterranean, on our most important route to the East.

This volume, consisting largely of a series of reprints of articles which appeared in the *Tangier Gazette*, stresses the archaeological rather than the strategical interest of the place; but at the same time it gives a vivid picture of the history and the personalities concerned with the development of Tangier while under British rule.

### NAVAL

**The Journals of Sir Thomas Allin, 1660-1678.** Edited by R. C. Anderson,  
Vol. I, 1660-1666. (Navy Records Society, Vol. LXXIX, 1939.)

Sir Thomas Allin's name should be better known than it is for he was a distinguished Admiral who was a friend of Pepys and saw hard fighting as a Captain and Flag Officer in the Second Dutch War. This is the first volume of his Journal edited by the able hands of a naval expert on that period—Mr. R. C. Anderson, from the originals in the Bodleian.

Allin was a native of Lowestoft, born in 1612. Loyal to the King in the Civil War, he was with Prince Rupert's squadron, was captured by Popham in 1649, was put in prison, escaped to Lisbon, was Flag Captain to Prince Maurice for a time, was chased by Blake into Cartagena and was wrecked. His Journal begins in 1660 when the King came to his own again. He took the Earl of Winchelsea as ambassador to Constantinople and landed him with a salute of thirty-one guns. The striking of the topsail in the narrow seas was strictly enforced and recalcitrant masters were put "in the bilboes" and had to pay the gunner the cost of any shot fired at them. In September, 1664, he succeeded Sir John Lawson, Cromwell's old Admiral, in the Mediterranean and "put up his flag at the maintop" in the "Plymouth" in command of a squadron of eleven ships. Four of Allin's ships ran ashore in Gibraltar in December, 1665, and the same month he was one of the first to start hostilities against the Dutch by attacking the Dutch convoy from Smyrna off Cadiz on 19th December, and capturing three ships, though he says nothing of any orders to do so. When he got home in 1665 he found the main fleet of 106 ships assembling. James, Duke of York and Lord High Admiral, was in command with the standard flying in the "Royal Charles" and Sir William Penn as his Captain of the Fleet, and Allin was in his squadron—the Red. There was a hot fight off Lowestoft on 3rd June, against a Dutch fleet of 103 ships, and all that day the citizens in London could hear the thunder of the guns. The "Royal Charles" was in the thick of it, James had two officers killed close to him and saw the "Eendracht," the flagship of Opdam, the Dutch Admiral, blow up alongside. The Dutch suffered a severe defeat, losing some twenty-seven ships and being forced to fly for home.



Allin was knighted on 24th June, 1665, and became Admiral of the Blue. The King refused to allow the heir to the throne to go to sea again in command, so the fleet for 1666 was under the joint command of Prince Rupert and Albemarle ("His Highness and Grace" as Allin calls them). Allin was Admiral of the White (see *Journal*, 25th May: "His Highness and Grace made my sign with the White flag.") The fleet was split up on 30th May. Rupert came on board Allin's flagship and flying the Union and White flag went down Channel with twenty ships to hold off the French fleet, while Albemarle with fifty-six ships fought a hot action with De Ruiter between Dunkirk and the Downs. Rupert returned to support him and Allin fought hard with Admiral Jan Eyertsen who was killed, and with him his Vice-Admiral and Rear Admiral. The Dutch were driven into harbour while the English fleet anchored off the Vlie and, entering the Texel, burnt 150 sail of shipping.

This ends the first volume of the *Journal*. It is the diary of a seaman who is watchful over wind and tide and weather, and is noteworthy from a philological point of view for a number of words which are found in hardly any other writer. He tells us that the wind "samped" (for dropped); he warns his brother to "scafe off" any Hollanders he might meet (p. 198); he uses the word "wend" for tack (pp. 25, 29, 32, 60); he mentions that the wind "uttered to W. by N." (i.e. shifted seaward), (p. 199). Mr. Anderson in his introduction has supplied much information with regard to Allin's early career, and his knowledge of the XVIIth Century has enabled him to interpret words and phrases which would otherwise be obscure. With his aid the *Journal* constitutes a valuable addition to the naval history of that century.

#### MILITARY

**History of the Great War: Military Operations, France and Belgium, 1917.** Vol. I. Compiled by Captain Cyril Falls, with a Preface by Brigadier-General Sir James E. Edmonds, C.B., C.M.G., D.Litt. (Macmillan & Co.) Text, 12s. 6d. Appendices, 6s. 6d. Maps, 5s. 6d.

It may seem somewhat of an anti-climax to publish a volume dealing with the operations of the first five months of 1917 at the present moment. Yet this belief is far from well founded. The new volume of the *Official History* deals with a period in the evolution of British methods of attack and of a corresponding development of the German defensive tactics which is not only instructive, but thoroughly appropriate to the situation on the Western Front at this day. The Germans, at the outbreak of the Battle of Arras, in April, 1917, were in process of altering their entire system of defence. To that effect they were assembling new counter-attack divisions in rear of the Arras defences at the very moment when the first British attack fell on their front line on the 9th April. In a strategic sense the Germans were effectually surprised so that the success gained by the British on that day was considerable. Unfortunately the British attack was tied down by a too rigid programme and system of command, whilst the British reserves were either inadequate or not employed to the best advantage. In this manner the battle was continued until the capture of Monchy on 12th April.

These three days' fighting are indeed full of the most valuable teaching for the present day, and this volume is filled with important lessons on the matter (see particularly pages 241-243 and pages 551-553). Another portion of the present volume that calls for special note is the account of the capture of Vimy Ridge by the Canadian Corps, 9th-14th April, which proved to be a model operation of that type (Chapters XI-XIII).

Apart from these two episodes the value of the book tends to become more purely historical. Certainly nothing could be of less value for future imitation than the fighting for Bullecourt (see especially Chapter VIII). Judged from a purely historical standard, the volume suffers from having been compiled more as a series of episodes—9th April, Vimy Ridge, 23rd-24th April, 3rd May—than as a comprehensive review of events in which military control of operations suffered seriously from political interference. The dismissal of General Joffre and his succession by General Nivelle bore fruits of bitter disappointment for the whole duration of these operations. The present narrative does not bring this out sufficiently. After perusing Volume III of the History for 1918, the reader may have been spoilt; but it remains true that the broader aspect of the whole war that is followed in this later volume makes it clear how the story of 1917 would have gained from a more comprehensive view of the war as one whole. The relegation of General Nivelle's operations to the end of the volume appears mistaken; the reader fails to realise until the end how far this failure affected General Allenby's fighting.

But these are not criticisms that detract from the value of the work to the soldier, nor from the pleasure of much of its writing to the general reader. The History contains few better chapters than those relating to the German retreat to the Hindenburg Line in March 1917. It speaks well for both the professional value of the book and the literary interest of its presentation, that it should be easy to understand and seem to offer so much that may be profitably studied, even in the midst of current events.

As usual Major Becke's maps are admirable.

**If Germany Attacks. The Battle in depth in the West.** By Captain G. C. Wynne. (Faber and Faber.) 12s. 6d.

Captain Wynne has obviously read many books "made in Germany"; his own book leaves the impression that his spiritual home is in that country. At any rate, he seems inclined to be laudatory of German military theory and practice, except in one place, where he lets slip the words "cumbersome and slow" in regard to them, and is somewhat critical of the finally successful efforts of his fellow countrymen. Over a long period he has published in the *Army Quarterly* a series of most interesting articles entitled "The Other Side of the Hill," presenting the German aspect of a number of battles and actions in 1915-18. These articles he has arranged, revised and augmented in view of later information so as to present a panorama of the development of the German defensive battle from the "single line and a strong one" of the pre-war text books to the elaborate defence in depth developed by General von Lossberg. The somewhat vainglorious memoirs of this officer, besides those of others published since he first wrote, have enabled Captain Wynne to give a singularly full account of the German methods of 1915-18. His book is of great historical interest, and very deserving of study by soldiers; but circumstances have so changed in twenty odd years, that the theories of 1918 cannot be regarded as an infallible guide to the future.

It is of interest to learn from German sources that both "infiltration" and defence in depth were borrowed French ideas, and that our opponents still base their defence on the *Eingreif* divisions (reserves for counter-attack) of 1917. Reserves of this kind, fairly close up, can hardly escape notice from the air nowadays and attention from the opposing artillery, when either halted or in motion.

What is not surprising is that the Germans were seldom able to apply, or at any rate did not apply, their complete theory of defence. In the latter part of

1918 the *Eingreif* divisions could do no more than reinforce and patch up the battered front line. In the first place, the Lossberg system was very expensive in human material both labour and fighters. At Arras 1917, according to the German Official History, Vol. XII, not quoted in this particular, 37 German divisions were used to oppose 35 British, and at the Aisne 1917 (Nivelle offensive) 42 to oppose 46. Had the Allies possessed even  $1\frac{1}{2}$  to 1 superiority on the battlefield substantial success might have crowned their efforts—the Germans required 3 to 1 to achieve anything notable. Captain Wynne dimly recognises the factor of surprise, but seems to think that the Allies never achieved it; yet the German Official History, Vol. XII, lays stress on the surprise of the Arras and Messines attacks in 1917. This history has not got as far as 1918, but Ludendorff himself has emphasised the surprise of the offensives of 18th July (French) and 8th August (British).

It should be noticed that Captain Wynne gives the German official figures for the German casualties, which are always considerably less than those of the Allies, adding certainly that they do not include "lightly wounded." Volume XII of the German Official History admitted that they do not include the wounded likely to recover "within a reasonable time." This according to the German Medical History came to something like 75 per cent., which works out as nearly 50 per cent. of the total of the killed and wounded.

As the Army has been told little officially about German methods, it must be grateful to Captain Wynne for his labours in making the theory of them available. It is for us to improve on them and, from all accounts, we have.

**Decisive Battles.** Vol. II. From Napoleon the First to General Franco. By Major-General J. F. C. Fuller, C.B., C.B.E., D.S.O. (Eyre and Spottiswoode.) 16s.

This volume fully maintains the high standard of excellence which General Fuller reached in the first. The synopses linking successive battles are again models of compressed history, and the military studies call for still closer attention from statesmen and soldiers, because more than half of the battles described belong to the present century. Little exception can be taken to General Fuller's selection of "decisive" battles. But the question inevitably arises, what constitutes a decisive battle. Pilsudski's victory at Warsaw saved western European civilisation from being overrun by a Bolshevik revolution; yet twenty years later Poland, the saviour of the West, has, at least temporarily, disappeared. The natural rejoinder would be that the danger threatening Europe no longer comes from Russia. Jena brought about in twenty-four days the complete collapse of the Prussian Army, and at Sedan, sixty-four years later the French Army in its turn was, within three weeks, destroyed. Some will no doubt regret the omission of Waterloo, but General Fuller has very justly preferred to include Leipzig, which eventually caused Napoleon's first abdication. But the choice of Chattanooga as the decisive battle of the American Civil War, is likely to provoke criticism, if only because the defeated army for the next five months lay encamped at Dalton, only thirty-eight miles from Chattanooga, recruiting its physical and moral strength.

Coming to the Great War, Tannenberg inevitably finds a place as "one of the most brilliant battles in the history of the world," but General Fuller seems to give too large a share of the credit to Ludendorff and ignores the importance of Von Francois's disobedience of orders, which converted a Russian defeat into a supreme disaster. He is inclined to minimise the British share in the victory of the Marne. "Sir John French and his three corps cautiously crept unwittingly into the gap, to conjure forth from the situation others had created 'the Miracle of the Marne,' and the credit for creating the gap he assigns to General de Maud'huy,

Commander of the 18th Corps, who by his capture of Marchais-en-Brie on the night of 8th-9th, rendered Montmirail indefensible and caused the German Second Army to retreat eastwards. The Gallipoli campaign comes into the list, not so much because its failure meant the loss of the one chance of bringing the war to a comparatively early end, as because it ruined British prestige in Asia.

It is at first sight a surprise to find the battle of Vittorio Veneto figuring in General Fuller's list, as "the last great battle fought"; for the Great War was already practically at an end; twenty days earlier the German Chancellor had appealed to the American President for an armistice. It really owes its place to providing an introduction to the story of Italy's rebirth as a Great Power under Mussolini's leadership. Similarly the Spanish Civil War marks the direct intervention of the Totalitarian Powers to prevent the spread of Communism, a first taste of another World War, which General Fuller predicts between Absolutism and Democracy. He regards this as "a war of the Napoleonic against the English system, of Continental against Oceanic Power," in which he appears to anticipate the victory of the first. The main object of Napoleon's Wars was to break the Money Power concentrated in Lombard Street and to put an end to the creditor and debtor system, under which one State could be held in financial subjection by another. He would not allow France to contract foreign loans, the payment of interest on which he regarded as usury, and he strove to make her self-sufficing. By his Continental System he might perhaps have achieved his object, if Alexander of Russia had continued loyal to the partnership.

To-day the Money Power is represented by the great Democracies of Great Britain, France and the United States, and the Totalitarian States are upholding the Napoleonic ideal of autarchy, and the consequent right of expansion (*Lebensraum*). Whether once again the sea will conquer the land, lies on the knees of the gods. But already some of General Fuller's prophecies have been falsified. The Statute of Westminster has not dissolved the old British Empire. The "Self-Interested States" have proved their abounding loyalty to the Mother Country. Nazi Germany has come to terms with Bolshevik Russia, and Absolutism shows itself in its true colours as Tyranny.

#### REGIMENTAL HISTORIES

##### **A History of the 10th (Service) Battalion, The East Yorkshire Regiment, 1914-1919.** Compiled. (A. Brown & Sons, Ltd.)

The battalion, which was raised by the order of Lord Kitchener at the beginning of September, 1914, at Wenlock Barracks, Hull, was one of the earliest Service battalions of the Regular Army. The personnel consisted largely of men of the commercial class, and for this reason was known unofficially as "The Commercials." This particular class of the community had never, in previous wars, been called upon to provide officers on a really large scale, and to this extent was an unknown and untested element. Yet after passing through the ranks, more than one-half of the original battalion earned and most gallantly upheld the honour of the King's Commission. The role of the battalion was, however, by no means restricted to the provision of officers. After training at home and in Egypt, the unit sailed for the Western Front, where it took part in some of the heaviest fighting in the whole War, suffering a loss of 574 men in killed alone. In the final offensive, October, 1918, the battalion was included in the forces which, after freeing Roubaix and Tourcoing, drove the Germans eastwards across the Scheldt.

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## ONE HUNDRED AND NINTH ANNIVERSARY MEETING

TUESDAY, 5TH MARCH, 1940, AT 3 P.M.

ADMIRAL OF THE FLEET SIR FREDERICK FIELD, G.C.B., K.C.M.G. (Chairman of the Council), in the Chair.

THE CHAIRMAN : I will call upon the Secretary to read the notice convening the meeting.

THE SECRETARY (Captain E. Altham, C.B., R.N.) read the notice convening the meeting, which had appeared in *The Times* on Wednesday, 21st February.

THE CHAIRMAN : Gentlemen, it is interesting to note that exactly twenty-five years ago Admiral of the Fleet Sir Arthur Fanshawe, who was then Chairman of the Council, reported at our Anniversary Meeting, as I am doing to-day, the change from peace to war conditions. In doing so, he had the great pleasure of being able to congratulate a member of the Council on the very successful action off the Falkland Islands. I am going to follow his lead, and, on behalf of the Institution, to congratulate three of our members—Rear-Admiral Sir Henry Harwood, Captain Parry, and Captain Woodhouse on the very gallant work they carried out off the River Plate, which resulted in the destruction of the "Graf Spee." (Applause.)

Since our Anniversary Meeting twenty-five years ago, a new Service has been created. In accordance with the name and character of our Institution, the Royal Air Force is now as closely associated with it as the two older Services ; in fact, there is a section of the Museum which is their special care and interest. On behalf of the Army and the Navy, I should like to congratulate this new Service on its very marked superiority in what I may call the preliminary skirmishes with the enemy in the air. (Applause.) It speaks very well for their organization and training and augurs well for the result should Goering and his brigade be tempted or driven to try conclusions on a large scale.

In the change from peace to war the Council has thought it advisable to close the Museum. That was not done in the last war, and it has only been done on this occasion after very careful consideration. The Museum is not only a source of revenue but also, of course, a place of great interest to overseas troops who come to this country. We felt, however, that it was not safe to keep it open under the conditions of modern warfare, and you will be glad to know that the most precious and important relics have been taken away and put in a place of safety somewhere in the country, whilst many of the other exhibits have been put in the crypt where they are much safer than they would have been in the Banqueting Hall.

We have been able to keep the Library open, which was not done in the last war, and with the help of Captain Altham and Colonel Armstrong, we are still publishing the JOURNAL which will give members an opportunity of keeping in touch with current events and with the Institution.

I think that is all I have to say in the way of general remarks, and we will now deal with the Annual Report.

I do not think there is anything that calls for comment until we come to the heading "Finance," as the preceding part of the Report is merely a statement of facts. Looking at the Balance Sheet and Accounts, I think you will agree with me that, in spite of the war, we have had a very successful year. If any member would like to ask any questions on the Financial Statement, Colonel Josselyn will be very glad to answer them.

The next sections of the Report deal with the JOURNAL and the Library. If any member has any questions to ask on those subjects, Admiral Sir Reginald Tupper, the Chairman of the Journal and Library Committee, will be very glad to answer them.

I think that Admiral Sir William Goodenough, who is Chairman of the Museum Committee, would like to say a few words about the changes that have taken place with regard to the Museum.

ADMIRAL SIR WILLIAM GOODENOUGH, G.C.B., M.V.O. : I should like, on behalf of the members of the Museum Committee and of the Institution, and also the public, to take this opportunity of thanking Colonel Hughes for his twelve years service as Curator of the Museum. We are largely indebted to him for the present edition of the catalogue, and his courtesy to all and sundry who have come to him with enquiries has been very great.

Colonel Hughes has recently been succeeded in the office of Curator by Captain Parker, who as Assistant Executive Officer has already shown a great interest in the Museum and in making it better known. For anyone who is as devoted to the tangible relics of the great achievements of the Services and their individual commanders as is Captain Parker, I cannot imagine a more delightful charge. We all congratulate him on his appointment and feel sure that he will succeed when once again there is scope for extending the Museum's activities.

At our Anniversary Meeting twenty-five years ago, the Chairman of the Museum Committee referred to our hope and expectation that after the war we should obtain the use of Gwydyr House, next door to us, for an extension of our premises. That expectation has not been fulfilled, but I should like to echo the following words which the Chairman of the Museum Committee used at that Meeting : " When this war is brought to a triumphal conclusion by our Allies and ourselves, we may hope that the services of the Institution to the Government, the Navy, the Army " (and now, of course, I add the Air Force) " and to the nation at large will not be forgotten, and that His Majesty's Government will do all in its power to further our desire to acquire that building."

I would only add what we all feel, that we want to perpetuate the history of the Services by adding to our collection relics and mementoes which will commemorate the present war and be worthy of a place alongside the great and indeed priceless treasures of the past that we already possess. (Applause.)

THE CHAIRMAN : Would any other gentleman like to make any remarks on the Annual Report ?

If not, I will now formally propose :—

" That the Report and Accounts, as circulated, be taken as read and adopted."

COLONEL J. JOSSELYN, C.M.G., D.S.O., O.B.E., T.D.: I have much pleasure in seconding the resolution.

*The resolution was put to the meeting and carried unanimously.*

THE CHAIRMAN: The next item on the agenda is the re-election of the Auditors.

CAPTAIN DONALD ANDERSON: I beg to propose:

"That Messrs. Barton, Mayhew & Company be re-elected Auditors for the ensuing year at a fee of fifty guineas."

CADET CAPTAIN E. G. MANDEVILLE ROE: I beg to second the resolution.

*The resolution was put to the meeting and carried unanimously.*

THE CHAIRMAN: The third resolution deals with an amendment of our Bye-Laws.

GENERAL SIR SIDNEY MUSPRATT, K.C.B., C.S.I., C.I.E., D.S.O.: I have the pleasure to propose:

"That the following amendment to the Bye-Law governing eligibility for membership of the Institution, which has been duly posted, be adopted: Chapter II, para. 1.

#### *Ordinary Members.*

The following are eligible for Membership: Naval Cadets, Cadet-Midshipmen, Cadets, and Paymaster Cadets of the Home, Dominion and Indian Naval Forces, Cadets of the Royal Military Academy, Woolwich; Royal Military College, Sandhurst; *Indian Military Academy*; Royal Military Colleges of Canada and Australia, and the South African Military College; and Royal Air Force Cadets are eligible on the recommendation of their Commanding Officers."

COMMANDER J. H. OWEN, R. N.: I beg to second the resolution.

THE CHAIRMAN: The only alteration in the Bye-Law is the addition of the words "*Indian Military Academy*." Has any member any question to raise on that point? If not, I will put the resolution to the meeting.

*The resolution was put to the meeting and carried unanimously.*

THE CHAIRMAN: The following Officers have been nominated as candidates for the vacancies on the Council:—

#### ROYAL NAVY (2 vacancies)

Admiral Sir Wilfred French, K.C.B., C.M.G.

Admiral Sir William Goodenough, G.C.B., M.V.O.

#### ROYAL NAVAL RESERVE (1 vacancy)

Captain Sir David Wilson-Barker, R.D.

#### REGULAR ARMY (1 vacancy)

General Sir Harry H. S. Knox, K.C.B., D.S.O.

#### TERRITORIAL ARMY (1 vacancy)

Colonel J. K. Dunlop, O.B.E., M.C., T.D.

## INDIAN ARMY (1 vacancy)

General Sir S. F. Muspratt, K.C.B., C.S.I., C.I.E., D.S.O.

## ROYAL AIR FORCE (1 vacancy)

Air Marshal E. L. Gossage, C.B., C.V.O., D.S.O., M.C.

Is it agreed that those officers be elected to the Council?

*The meeting agreed unanimously.*

THE CHAIRMAN: The Secretary will now report the result of the Gold Medal Essay Competition (Military), 1939.

THE SECRETARY: The subject of the Essay was: "The development of air forces has increased the burdens imposed on Home Defence. Discuss its effect on the role and organization of the Regular and Territorial Forces in the event of a major European War." Only four essays were submitted in the competition, so the Council has decided not to award a Gold Medal this year, but the first Trench Gascoigne Prize has been awarded to Cadet Captain E. G. Mandeville-Roe for his essay, which was published in the JOURNAL for February last. (Applause.)

THE CHAIRMAN presented the Trench Gascoigne Prize to Cadet Captain E. G. Mandeville-Roe.

GENERAL SIR ROBERT WHIGHAM, G.C.B., K.C.M.G., D.S.O.: Before I move formally the next resolution on the agenda I know you would all like to join with me in congratulating Sir Frederick Field on his recall to the Active List. I am particularly glad to have this opportunity of congratulating him myself, because he and I were brought up in the same Regiment.

Sir Frederick has reminded us that twenty-five years ago, when we had just been plunged into the last great war, his predecessor in office was a distinguished Admiral of the Fleet, and now, twenty-five years later, when we are unfortunately once more in the throes of a great conflict, we have a naval Chairman, who has, we may be confident, set the Institution on a safe course. We feel confident, too, that he leaves the ship—if I may call it so—sound in its timbers, with sails prudently shortened and hatches battened down to meet whatever storms may lie ahead. Sir Frederick guided us most successfully through the last few months of peace, and I am sure you will all join with me in according him a hearty vote of thanks for leaving us so well prepared.

*The resolution was carried with acclamation.*

THE CHAIRMAN: I am very grateful to Sir Robert Whigham for his very kind remarks, and to you, Gentlemen, for the way in which you have received them. But I would remind you that the burden of the work that is due to the change from peace to war has devolved on Captain Altham, Colonel Hughes, Captain Parker and our staff, and I should like to place on record my keen appreciation of their services to the Institution in trying and difficult circumstances. (Applause.)

I am sure you will be delighted to hear that General Sir Harry Knox has been elected and is willing to serve as your new Chairman, and I wish to extend to him a very cordial welcome. (Applause.)

That, Gentlemen, concludes our meeting to-day.





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PUBLISHED QUARTERLY. Price 5s. net.

No. 116. APRIL, 1940.

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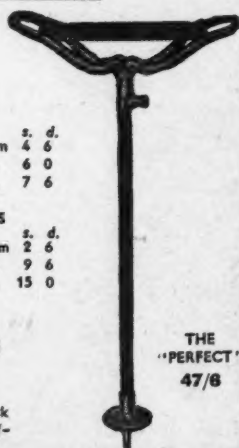
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